

AUTOCAR

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WORLD EXCLUSIVE

TVR IS BACK

New design uncovered ● Gordon Murray tech ● Cosworth V8 power

**AUTOCAR
IMAGE**

Plus The 10-year
plan that means
TVR won't fail again



ROAD TEST



Mercedes-AMG C63
New-age engine, old-style thrills

FIRST DRIVE



New Vauxhall Viva
Why £8k hatch could be better

EXCLUSIVE



Ford Capri of 2025?
Design aces reimagine classics

Mini JCW vs Audi S1

Fast £25k hatches go head to head



The all new Audi TT



Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.2 (8.5) – 54.3 (5.2), Extra figures for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions

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(3.4), Combined 38.7 (7.3) – 78.4 (3.6), CO₂ Emissions 169 – 94g/km. These official EU test figures are to be used as a guide for £19,305 OTR including Sleek Silver metallic paint at £510 and £1,500 customer saving. *On the road price of £13,695 applies to New i30 S 1.4 100PS Blue Drive manual 5 door hatchback



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Matt Prior drives the 740bhp, 217mph Lamborghini Aventador LP750-4 Superveloce

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TVR's 10-year, four-model plan revealed



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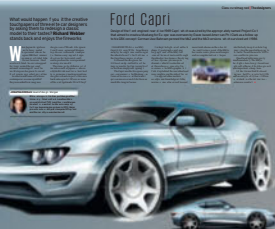


'The Mercedes-AMG C63's new 4.0-litre V8 seems little short of stellar here'

Nic Cackett, p48



GREATER



42 Crayons out: icons reimaged



58 Renault Mégane 275 joins the fleet

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 Best MPV

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**Car of the
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 Best MPV



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CRÉATIVE TECHNOLOGIE

   citroen.co.uk

CITROËN prefers TOTAL. Model shown: Grand C4 Picasso THP 165 S&S EAT6 Auto Exclusive+. OTR price £27,290 (incl. Teles Blue metallic paint at extra cost of £520). *Available at extra cost on Grand C4 Picasso Exclusive and above. ^oCombined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. ^oOptional at extra cost on Grand C4 Picasso Exclusive+. ^ΔOptional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+.

Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO₂. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.



At last, Murray's idea is coming on stream

IT HAS TAKEN a long time, but the revelation that a reborn TVR will work with Gordon Murray on the first iStream manufacturing plant is as significant a moment as the announcement of the new TVR sports car itself.

Murray's vision has long been established, having come to him as long ago as 1999 and been launched as a business initiative as far back as 2009. However, turning his idea for a low-cost, simplified automotive manufacturing process into a production reality has been a hard slog.

Industry sources have long said that Murray's iStream idea is a sound one but that the established car manufacturers are too entrenched in their existing heavily industrialised methods for them to change course. Murray needs companies willing to disrupt convention – hence the interest by Yamaha, Shell and now TVR. Read our full report on p10.

It's a small step, of course; TVR isn't aiming to be a volume

player and, consequently, isn't using iStream to its full capability. It will, however, be vindication that the system works, and that will in turn – possibly – be enough to persuade other car makers to follow suit.



JIM HOLDER EDITOR

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THIS WEEK'S TOP FIVE

REVIEW

Honda Civic Type R

We drive the most hardcore Honda Civic yet



REVIEW

Ferrari 488 GTB

The lowdown on the new 458 replacement



NEWS

Skoda Superb estate

More pictures of the cavernous new wagon



REVIEW

Renault Kadjar

Latest entrant to the crossover market driven



BLOG

Steve Cropley

Does the London Motor Show have a future?



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**AUTOCAR
IMAGE**



TVR returns with top Brit

■ Four new sports cars due from 2017 ■ Engineered by Gordon Murray ■ Cosworth V8 power

After a wait of nearly 10 years, the long-promised, all-new TVR sports car is uncovered today, designed by engineering guru Gordon Murray, powered by a unique, hugely powerful Cosworth V8 engine and backed by an ambitious and well-funded ownership team.

In an exclusive meeting with Autocar a few days ago, the iconic sports car marque's backers – fronted by computer gaming entrepreneur Les Edgar – spelled out the first details of a 10-year plan that

will put at least four new TVRs on the road from 2017. The intention is to re-establish the marque in the same performance-minded, driver-centric territory from which it departed nine years ago, when production ceased at its former factory in Blackpool.

Although radical in design and new in every detail, the reborn TVR car range is aimed both at the powerful and demanding band of existing TVR aficionados that has never gone away – not least because most

members of the company's backing consortium are members themselves – and a new generation seeking an affordable supercar that can be driven every day. Prices won't be decided until much nearer launch date, but the intention is to "take up where the previous range left off".

Volume targets are also still being decided, but since the company plans to be guided by TVR's numbers in its healthy years, an output of 1000 to 1500 units a year looks likely.

"This is a unique

Even at this early stage, the car is being configured with a racing life in view

opportunity to be part of the revival of a great British marque," said TVR operations director John Chasey. "We are a well-funded, well-supported organisation that boasts a vastly experienced management team and a

clear 10-year master plan for both product and business development."

Edgar, Chasey and Murray all have extensive connections with sports car racing, especially at Le Mans, and even at this early stage



New TVRs will mix a contemporary look with traditional cues

ish talent

with 450bhp-plus ■ 1100kg, £60k price

the car is being configured with a racing life in view. Customers, the partners believe, will be as keen on competition as they are.

The company currently operates from premises near Guildford but plans a 'proper' headquarters wherever it decides to build its cars. Edgar said his partners are resolved to make TVRs in the UK but the factory location won't be decided until they have assessed the logistics of their manufacturing process, plus regional development

schemes and skill and supplier bases.

The investor group, which consists of about a dozen well-heeled individuals, was formed two years ago to buy TVR from Russian oligarch Nikolai Smolenski, who nearly drove it to ruin. The group is proud of its recent success at keeping a low profile while laying plans to produce cars whose profile and pricing "will be consistent with TVR's past market positioning and highly competitive within its field".

Two distinct models have →



STEVE CROPLEY

Great idea, but can it work?

THOSE OF US who love TVR have been wondering for nine years how the revival we knew was coming would pan out. There are many ways the new model range could have been botched, by being given an incorrect persona, or half-killing it with insufficient backing or hopelessly high production targets – or both.

Things took a dramatic turn for the better when Les Edgar, John Chasey and their consortium partners bought the business two years ago, yet still we wondered about the car



Edgar bought TVR in 2013

itself. These were successful businessmen, inexperienced in car manufacture. They had no illusions about that, but they did know – some as

TVR owners – what the car should be like in performance and in use, and they set about finding partners who could help them hit their well-chosen targets.

After planning and discussion, they chose two of the finest consultants in the UK, Gordon Murray Design and Cosworth, both experts at car creation and known for quality and reliable delivery. As BMW will tell you, choice of key suppliers is vital to a new model's future. The way we see it, TVR has 'done a BMW' and deserves to reap the benefit.



been designed and are closely related under the skin. Each will be available in coupé and convertible variants. Both cars' styling is the work of a British design consultancy whose identity TVR bosses decline to reveal for now.

The new TVRs will be similar in their major dimensions to outgoing models of the mid-2000s such as the Tuscan and Sagaris, with the same built-in two-seater simplicity and lightness, although there will be no common components with the old models. The new cars' construction elements

and techniques will be completely different.

The mechanical design of the cars, which has taken place at the premises of Gordon Murray Design (GMD) in Shalford, Surrey, is nearly complete. The new TVRs, all V8s, will have a front mid-engined layout and feature six-speed manual gearboxes, rear-wheel drive, all-independent suspension and driver-focused interiors.

The deals with GMD and Cosworth were concluded about a year ago. The new TVR model range is likely to be the

The new TVRs will be similar in their major dimensions to the cars of the mid-2000s

first in the world to use GMD's unique iStream manufacturing process, which dramatically simplifies car construction and reduces the size of the assembly plant infrastructure while offering big benefits in cabin packaging, chassis rigidity and crash protection.

The basis of the chassis is formed by a structure of fairly big-diameter steel tubes, with

ultra-light composite panels bonded in to boost rigidity. The construction method was pioneered on Murray's T25 and T27 city cars, which demonstrated remarkable rigidity in crash tests. Materials for the outer panels are still being decided, but a combination of aluminium and composite parts is likely.

"We're very pleased with

the way iStream, which was designed for volume projects, can be adapted to applications like this one," said Murray. "It still delivers all the efficiency advantages it was designed to do."

The new TVR engines will be based on a proprietary V8 block that has been developed into a unique unit at specialist manufacturer

A QUICK HISTORY OF TVR

1946

TVR starts life in Blackpool as Trevcar Motors, a car repair and engineering business founded by 23-year-old Trevor Wilkinson.

1947

Name changed to TVR Engineering.

1949

TVR builds its first original chassis for TVR One, a car with a 1172cc Ford engine.

Early 1950s

Wilkinson and partner Jack Pickard launch a new chassis. With a glassfibre body, it becomes known as TVR Sports Saloon.

1955-1958

New semi-spaceframe chassis is produced. It uses a central backbone and has suspension from a VW Beetle. Aluminium-bodied cars sold in the US as Jomars.



1963

First TVR Griffith, with 4.7-litre Ford V8 and named after US importer Jack Griffith. Instant hit but import problems scupper US operation.

1958

Better-looking fastback-bodied Jomar coupé develops into the first well-known TVR, the Grantura.

1962

TVR bankrupt after rising costs, expensive race programmes and low sales. Rescued by associate, Grantura Engineering.



NEW TVR: WHAT TO EXPECT

With two years to go until the launch, a factory location still to be decided and a management still facing big decisions, the new TVR's final mechanical layout is not set in stone. However, if you read the signs, it's possible to take a stab at what the car could be like beneath its inspirational surfaces.

STYLING

Modern designs, consistent in dimensions and major features to the admired shapes produced under TVR's proprietor before last, Peter Wheeler. No attempt to replicate the old shapes, but the DNA will be obvious.

MODEL NAMES

No decision yet. TVR bosses have some iconic names at their disposal (Griffith, Tuscan, Grantura among others) but are deciding if numbers and letters (T350) would build a more logical lineage. Our bet: Griffith.

CHASSIS

Tubular steel frame requiring very few stamped panels, built by Gordon Murray's iStream principle, with composite panels strategically bonded in to provide extreme rigidity. Murray-designed all-independent suspension (possibly double wishbones) with power steering and race-derived disc brakes.

BODY

Major panels formed mostly in a variety of composite materials, but with some aluminium components,

which in some cases can be lighter than composite. All-up weight planned at about 1100kg, depending on variant, which with chassis rigidity should be a big asset in race applications.

AERODYNAMICS

Flat-bottomed chassis (allowed by front side exhausts) with splitter and rear diffuser will deliver true on-road downforce, which can be enhanced in racing versions. Initial design has been tested by computational fluid dynamics (CFD) and via a scale model in a moving-floor wind tunnel.

POWERTRAIN

Cosworth-developed V8 of unspecified origin, probably Chevrolet or (more likely) Ford. TVR will not go down Wheeler's path of building its own engine. A decent bet would be the Ford Mustang's 4951cc unit, which produces 415bhp in standard form. Expect 450-470bhp, plus a magnificent exhaust note, after the Cosworth ministrations and you won't be far wrong. Six-speed manual gearbox as standard.

PERFORMANCE

With 450bhp-plus in a 1100kg structure, the TVR should be extremely fast. Look for 0-60mph in under four seconds and a top speed of more than 185mph. That's before the likely extra-power (and possibly extra-light) versions arrive. TVR is renowned for performance, and the new backers are determined not to disappoint.

DYNAMICS

Dry-sumped engine, mounted low and well back in the chassis, should allow the ultra-low centre of gravity and rearward weight bias (say 47% front, 53% rear) deemed ideal for a car of this layout. TVR is still deciding what electronic aids the car needs, but ESP and ABS are certainties because of legislation. Whether the ESP is configurable, as in latest Lotus, Ferrari and Porsche models, is an open question.

SALES VOLUME

In its very best years, TVR claimed to make 2000 cars a year, but 1000 a year was much more typical. We'd expect the new company, helped by the efficiency of the iStream manufacturing process, to ramp up to 1000 units and eventually to push beyond it. But the consortium well understands that the European market for such cars is small (50,000-80,000 units per year) and is deliberately targeting a small percentage.

PRICING

When TVRs disappeared from sale, mainstream models were in the £40,000s, with the most expensive model touching £57,000. A Porsche Boxster cost £40k (now more like £50k). Given that the new company wants new-wave TVRs to be as accessible, broadly speaking, as the old ones, a starting price of about £60,000 seems likely, with performance extras boosting prices towards £80,000.

Cosworth's Northampton factory, where the firm's Formula 1 engines were built. Comprehensive modifications have been developed for the base units, whose exhausts exit as side pipes just behind the front wheels. The partners are reluctant to reveal more at this stage except to confirm that the engine management system, and therefore the engine's essential character, will be unique to TVR.

Edgar and his partners are well aware of the manufacturing quality

concerns that dogged TVR in the old days but believe the combination of modern design, a far more streamlined manufacturing process, modern materials and Murray's attention to detail will help the company avoid past mistakes.

Because the TVR investors have only just begun setting up the company's structure, launch details remain sketchy. Expect models to appear one by one from 2017, with sales in the UK and northern Europe the initial priority.

STEVE CROPLEY

1965

TVR Trident appears with Ford V8 power and body by Fissore of Italy.



1978-1981

All-new Tasmin, designed by ex-Lotus man Oliver Winterbottom, becomes fastest TVR yet. Then a new owner, Peter Wheeler, takes control.

2004-2006

TVR sold to Russian investor Nikolai Smolenski, but owners are in retreat due to chaotic quality plus appeal of Porsche Boxster.

2006-2013

TVR dormant apart from activities of various UK-based restoration operations.



1965-1968

Martin Lilley takes control and stabilises TVR. Firm benefits from PR-grabbing race wins by Gerry Marshall; launches new Tuscan V8 and four-pot Vixen.

1972-1978

TVR growth ebbs and flows, but the company moves to bigger premises in Bristol Avenue, Blackpool, and launches the desirable M-series.

1981-2004

Wheeler changes focus back to V8s. Launches Chimaera, Griffith, Cerbera, T350, Typhon and Sagaris. Builds own V8 and six-pot units.



2013-present

Consortium led by entrepreneur Les Edgar acquires TVR and embarks on a new project with Cosworth and Gordon Murray.



Entry-level models
will be front drive, the
rest all-wheel drive



OFFICIAL PICTURES



Tougher looks for new X1

BMW's new baby SUV is lighter and roomier, with a more rugged design and front or all-wheel drive

BMW has revealed its second-generation X1 nearly four months before the all-new SUV is due to make its public debut at the Frankfurt motor show.

Set to go on sale in the UK this autumn, the Audi Q3 rival has been comprehensively re-engineered and gets BMW's versatile UKL platform, as used on the 2 Series Active Tourer and Gran Tourer.

The longitudinal engine layout of the first-generation X1 is replaced by a space-saving transverse layout, which helps provide more interior space and improved safety credentials. Lower-end models

also have front-wheel drive instead of the rear-wheel drive of the outgoing X1.

The new X1 takes on a more rugged appearance than that of the model it replaces. It has a bolder front end, angular headlights with LED daytime running lights, round foglights, a contoured bonnet, prominent front wheel arches, extra cladding on its sills and increased ground clearance.

The revised X1 is 36mm shorter but 21mm wider and 53mm taller than its predecessor, at 4439mm long, 1821mm wide and 1598mm tall.

A 90mm-longer wheelbase allows 37mm more knee room in the back, which increases to an additional 66mm with an optional tilting and sliding rear seat. Boot space has also increased by 85 litres to 505 litres, rising to 1550 litres with the rear seats folded.



X1 gets 2.0 turbo petrol and diesel engines

In entry-level sDrive18d guise the X1 is 135kg lighter than its predecessor, at 1430kg. This is because of the use of more hot-formed high-strength steel and aluminium within the main body structure, the use of tailored blank steel for the front bulkhead and B-pillar, and an aluminium bonnet.

In a first for the X1, the new model comes with adjustable dampers in combination with an optional Driver Experience Control function that enables the driver to choose between Sport and Comfort suspension settings,

along with Sport, Comfort and Eco-pro driving modes.

The X1 will be launched in the UK with a turbocharged 2.0-litre four-cylinder petrol engine in two states of tune and a 2.0-litre four-cylinder turbodiesel in three outputs.

The petrol unit is from BMW's new B48 engine family, delivering 189bhp and 206lb ft in the 20i for increases of 8bhp and 6lb ft over its predecessor. The xDrive25i is the fastest X1, with a 0-62mph time of 6.5sec and a 146mph top speed. It develops 228bhp and 258lb ft – 14bhp more than the outgoing xDrive28i.

GREG KABLE



Extra body cladding helps to beef up the new X1's appearance



Interior adheres closely to BMW's current themes

Sporty, coupé-like X2 set to hit the UK next year

**AUTOCAR
IMAGE**



X2 will be coupé-like, following the X4 and X6 templates; a concept version is due early next year

THE NEW X1'S platform will also be used by BMW's upcoming X2 – a more overtly sporting model due to be previewed in concept form in early 2016 before the start of UK sales late next year.

BMW officials have already confirmed to Autocar that the X2 will follow the example of the larger X4 and X6 in receiving a uniquely styled steel body. It will feature a five-door layout, with its tailgate set at a more extreme angle than that of the more practical X1 to give it a coupé-like silhouette.

Like the new X1, the X2 will initially be offered with a range of four-cylinder engines, with the likelihood of more economical three-

cylinder units being added to the line-up within the first 12 months. They will be mated to either a six-speed manual or eight-speed automatic gearbox in combination with front or four-wheel drive.

The X2 will be produced alongside the new X1 at BMW's Regensburg factory in Germany. The first-generation X1 was built alongside the 1 Series and 3 Series at the company's Leipzig plant. However, increasing demand for key models and the establishment of production lines for the i3 electric car and i8 hybrid sports car at that site has forced BMW to reorganise its strategy.

GREG KABLE

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PEUGEOT 208

MOTION & EMOTION



PEUGEOT



New Astra aims to beat Focus

Vauxhall's smaller yet more spacious Mk7 hatchback will go on sale late this year, priced from £13k

Vauxhall has revealed its all-new Astra, which is due to be unveiled at the Frankfurt motor show in September before going on sale in the UK late this year.

The British-built seventh-generation Astra is 49mm shorter and 26mm lower than the outgoing model and has a 23mm shorter wheelbase. Despite its smaller dimensions, Vauxhall is promising a "more spacious and comfortable" cabin.

The new Astra, which is based on GM's D2 platform, is claimed to be up to 200kg

lighter than the car it replaces. The saving has been achieved through a mixture of optimised manufacturing processes and the use of lighter materials.

Clear influences from 2013's Opel Monza concept can be seen in the new Astra's design. The car features a redesigned grille as well as new front and rear LED light clusters, all aimed at making the car appear more sophisticated and expensively constructed.

The car will be powered by a range of small engines, including the turbocharged 1.0-litre, three-cylinder

petrol engine already used in the Adam and Corsa. The 114bhp, 124lb ft triple returns 57.6mpg in the Corsa, with CO₂ emissions of 115g/km.

A turbocharged 1.4-litre petrol engine with 143bhp and 173lb ft will also be available. In this form, it is estimated that the new Astra will return up to 55mpg with CO₂ emissions of 128g/km. Expect 1.6-litre and 2.0-litre diesel options, too.

A new six-speed manual gearbox will be offered across the range. The transmission, which has been designed to address what was considered

to be a weak point of the previous model, is said to weigh just 37kg and puts an emphasis on smooth shifts and a short lever action.

Inside, the Astra features Vauxhall's OnStar call service as well as the firm's IntelliLink multimedia system with Apple CarPlay and Android Auto connectivity.

The new Astra will be a key model for Opel-Vauxhall as it fights in Europe's growing hatchback market. The firm wants to sell at least 250,000 Astras in Europe annually and, in the process, overtake the

Ford Focus in the sales charts.

Vauxhall is expected to launch a three-door coupé and an estate soon after the five-door hatch reaches UK showrooms. A hot VXR version is also expected in 2017.

While the base model should cost from around £13,000 when it goes on sale, Vauxhall will be looking to increase the average transaction price for each model in order to boost its profit margins.

DARREN MOSS

» New Vauxhall Viva first drive p28



Smartphone-friendly IntelliLink set-up features in a roomier, more comfortable cabin



Exterior styling changes are designed to give the new Astra a more upmarket feel



SPY SHOTS
MERCEDES-BENZ
E-CLASS

High-tech new E-Class due

Fifth generation of Mercedes' executive saloon is bigger and lighter than before; on sale next spring

The next Mercedes-Benz E-Class saloon has been spotted testing in Prague ahead of a planned debut at the Detroit motor show in January next year.

The new-generation model, codenamed W213, adopts Mercedes' modular MRA platform, as used by the latest C-Class and S-Class models. It was spotted testing by Autocar reader Matt Riley.

Insiders confirm the new E-Class will once again grow in size, to about 4950mm long and 1940mm wide.

An estate, offering a similar 695-litre luggage capacity to its predecessor, is due to go on sale towards the end of 2016.

The increased use of high-strength steel and aluminium is claimed to make both versions up to 100kg lighter than today's.

Stylistically, the new E-Class follows the latest C-Class and S-Class. As on other recent models, Mercedes plans two distinct front-end treatments: a traditional chrome grille and more sporting blade grille.

Sources suggest the aerodynamics have been refined so that the drag coefficient has improved from 0.25 to a class-leading 0.23.

The interior gets a 150mm-tall, 700mm-wide monitor boasting HD graphics and, via a stereo camera mounted within the windscreen, support for augmented reality functions. Mercedes also plans an improved head-up display and new multi-function steering wheel controls.

The new E-Class will be launched in the UK during the second quarter of next year. It

will have a new generation of four-cylinder diesel engines, codenamed OM654, alongside existing four-cylinder petrol engines. The new 2.0-litre diesel is expected to be offered in two states of tune.

Mercedes will extend the line-up during 2016 with a new generation of 3.0-litre six-cylinder diesels (see separate story, right). New six-pot petrol engines are also planned.

An E350e plug-in hybrid, with a 2.0-litre turbo petrol engine and an electric motor, will join the range within a year of launch. It's said to have an electric-only range of 20 miles.

Later next year, a new E63 will crown the line-up. It is set to get a reworked version of AMG's twin-turbo 5.5-litre V8 in two states of tune.

All engines, save for the



E-Class will come with a choice of two front-end designs

Mercedes plots new straight six and three-pot engines



Mercedes plans to replace its V6s with new in-line sixes

MERCEDES-BENZ IS phasing out its V6 engines in the coming years in favour of a selection of newly developed in-line six-cylinder engines that will appear first in the new E-Class.

The new in-line six-cylinder direct-injection petrol engine (codenamed M256) and common-rail diesel engine (codenamed OM656) are undergoing pilot production at the company's factory in Unterturkheim, near Stuttgart in Germany.

They share elements of their architecture with

Mercedes-Benz's existing in-line four-cylinder petrol engine, the M274, including their 90mm bore centre spacing and 500cc individual cylinder volume.

All three units form part of a new modular engine family that, sources say, also includes an in-line three-cylinder petrol engine and a new-generation in-line four-cylinder diesel (codenamed OM654).

The three-cylinder petrol engine is scheduled to be offered in future generations of the A-Class, B-Class, CLA, GLA and possibly

other front-wheel-drive models in combination with an electric motor.

The new four-cylinder diesel, which replaces the OM651 unit in use today, gains the latest in piezo-guided direct injection. It is planned to be used across the Mercedes line-up in models ranging from the A-Class to the S-Class.

Both engines are considered crucial to the German car maker's efforts to meet the 95g/km fleet average CO₂ emissions regulation due to come into force in 2020.

GREG KABLE

next year

Early taste of new Merc GLC

MERCEDES-BENZ WILL launch its GLC next month, finally giving its UK dealers a rival for the BMW X3 and Audi Q5. The GLC's predecessor, the GLK, was left-hand drive only and wasn't sold in the UK.

The GLC is based on the same modular underpinnings as the latest C-Class, although it looks like it has a longer wheelbase than the compact executive saloon. It has an impressively short front overhang and a modest one at the rear – enough, Mercedes claims, to allow it more than acceptable levels of off-road ability.

To prove this, the firm lined up a disused quarry for an hour of testing and invited us along to act as ballast in the passenger seat. The GLC tackled the test site's mixture

of steep inclines, 'rocking' tracks (which place two of the wheels in the air) and sharp angles with aplomb.

There are no proper differential locks – and you do hear the occasional rasp as the ESP-based system does brutal things with the brakes – but given the road focus that 99% of SUVs end up having, it seems strong enough for most customers.

The same could be said for the rest of the GLC. Its cabin feels more spacious than the X3's and the interior quality is every bit as impressive as it is in the C-Class.

The GLC is set to go on sale in the UK in November, and even in a crowded market the car feels like it has the potential to shake up the established order.

JOHN McILROY



E-Class has grown in size to about 4950mm long and 1940mm wide

AMG V8, will come with Mercedes' 9G-Tronic nine-speed automatic gearbox as standard. Alongside standard rear-wheel drive, selected engines will be offered with optional four-wheel drive.

The E-Class rides on newly developed suspension that features variable-rate damping. Revised AirMatic air suspension will be standard on higher-level models.

The new E-Class is due to receive the latest in autonomous driving technology. Nothing is confirmed, but officials hint that it will offer a function that will allow it to autonomously accelerate, brake, change lanes and overtake up to a pre-determined speed. High-end options will include a full range of self-parking functions.

GREG KABLE



Lambo SUV gets green light

Dramatic Lamborghini Urus concept has finally been given the go-ahead for production; due in 2018



Urus concept was first revealed in 2012 at the Beijing motor show

Lamborghini's long-promised SUV has been confirmed for production, with sales due to start in 2018.

The new SUV – the firm's third model line – will be a production version of the Urus concept, which was first shown at the 2012 Beijing motor show. The concept made extensive use of carbonfibre in its construction and was

powered by a turbocharged V10 engine hooked up to a transmission-mounted electric motor.

The new SUV will be built at the Lamborghini factory in Sant'Agata, Italy. Lamborghini has confirmed that the deal was made possible thanks to assistance from the likes of the Italian Ministry of Economic Development and Invitalia –

the Italian national agency for inward investments and economic development.

Because the production Urus will be built on the same underpinnings as the new Audi Q7 and the upcoming Bentley Bentayga, it was possible it could have been built at the same Slovakian factory as the Q7.

The new SUV will greatly

Bigger, plusher Superb estate priced from £20k

THE NEW SKODA Superb Estate is set to be bigger and better equipped but barely any more expensive than the model it replaces.

The new Superb load-lugger is 23mm longer and 47mm wider than the previous-generation model, which was already among the largest in the family estate market.

The wheelbase is 80mm longer, too, meaning that rear leg room – already a strong suit of the Superb – is further improved.

Prices for the new car are set to rise by just £25 for the entry-level S-trim car

sporting a 1.4 TSI petrol engine, so the starting price for the vast family estate is £19,840. Estate models are roughly £1200 dearer than the equivalent saloons.

Engines are the same as in the Superb saloon, with two petrol units and two diesels in a range of outputs. The range-topper is a 278bhp 2.0-litre petrol unit. The only omission from the saloon engine line-up is the low-output 123bhp petrol 1.4. Four-wheel drive is available on 148bhp and 188bhp diesels only.

The new estate will go on sale in the UK from September.

Skoda's big new estate will arrive in the UK in September





HILTON HOLLOWAY

Urus will transform Lambo

THE ONLY SURPRISING thing about Lamborghini and its Audi owner giving the green light to the Urus super-premium SUV is that it took so long. The concept was first unveiled at the Beijing motor show in April 2012.

As Lamborghini boss Stephan Winkelmann pointed out in Beijing, the overriding reason for the Urus is that the brand needs a third model line for longer-term sales stability.

Winkelmann said: "The extreme supersports segment was very sensitive to new product launches and economic downturns. Lamborghini needs a wider customer base to ensure long-term profitability."

That means a premium SUV rather than, say, an exotic super-saloon, such as the Estoque, shown back in 2008.

Premium SUVs are a niche that is booming on every continent. Selling as few as 3000 Urus models annually will transform Lamborghini's longer-term fortunes, giving it product that should sell consistently in changing economic times.

Luckily for Lamborghini, as part of the giant Volkswagen Group, it has been able to tap into the new premium SUV architecture that has just made its debut under the Audi Q7 and will appear next under the Bentley Bentayga.



expand the capacity of the Sant'Agata plant. It will grow from 80,000 square metres to about 150,000. Lamborghini also intends to hire 500 new employees.

Lamborghini has identified the US, China, Middle East, the UK, Germany and Russia as its main target markets. It intends to sell about 3000 examples of the Urus a year,

doubling of the company's current sales figures.

Lamborghini CEO Stephan Winkelmann said: "This is a proud moment for everybody at Lamborghini. The introduction of a third model line endorses the stable and sustainable growth of the company and signifies for us the beginning of a new era."

TOM WEBSTER

Hypercar from US

PSC MOTORS HAS revealed a 1700bhp plug-in hybrid hypercar, the SP-200 SIN.

The Las Vegas-based company says the mid-engined, rear-wheel-drive hypercar is still in development but will be

powered by a naturally aspirated 9.0-litre V8, mated to an electric motor and an eight-speed dual-clutch automatic gearbox.

PSC says the SP-200 SIN is capable of covering the 0-62mph sprint in 2.8sec and has a top speed of more than 280mph. It has a claimed electric range of 30 miles.

PSC Motors boss Antonio Calva said production will be limited to 35 units.



Tester's Notes



Matt Prior



Under the rear of the new XC90 is a composite leaf spring

A man, bespectacled and suited, is walking along a corridor lined with offices when he is distracted by a ringing phone. He walks into an office, dusty and long-abandoned, finds his way over to a desk, picks up the ancient receiver and says: "Hello? No, this is [rubs dust from dial]... 4724." After accepting an apology, he looks around, confused, at the empty filing cabinets and sheet-covered furniture and exits, closing the door signed 'Carlsberg Customer Complaints Dept' behind him.

A TV ad done well. And one that a Volvo engineer reminded me of during the new XC90 launch. You know the new XC90: replaces the grey-bearded one; good interior; won a group test; has a leaf spring at the back. At least, it does if it's not one of the fancy air-sprung ones.

The last Volvo to have a leaf spring on its rear suspension was the 900 series. You'll remember the 900, too: proper

Volvo's chassis developers got the part number for the 900's leaf springs and bought a bunch

old-school family saloon and wagon; would make a great slammed drift car.

It'll be a classic soon. It went out of production in 1998 and is an increasingly rare car now.

Rarer still is the leaf spring. But when it came to designing the back end of the latest XC90, Volvo's engineers were keen to rediscover its merits.

A leaf spring isn't without its positives. It doesn't occupy much under-body room, which means there's little intrusion into boot space. And

if well designed, as a modern composite leaf spring can be, it provides a low unsprung mass.

Volvo's engineers eventually decided, in fact, the new XC90 should have a composite one housed inside a subframe to prevent damage by road debris.

In the early stages of development, though, it's not easy to buy a brand-new composite leaf spring until you're *really* sure you're going to want lots of them.

So Volvo's chassis developers opted for the next best thing. They looked up the part number for the 900's leaf spring and bought a bunch of them. And set about using and modifying them for XC90 development.

And then, I like to think, a phone rang in a distant corner of a long-abandoned office in Volvo's Gothenburg HQ. Most likely a spreadsheet pinged in an office furnished like an Ikea outlet, but my Volvo engineer tells me the result was the same: a flag was raised over the number of important parts that were being ordered, potentially indicating a concerning trend of breakages. They were old, well-beyond-warranty parts, on cars that went out of production 17 years ago, but it was a worrying trend for Volvo all the same.

Until, made aware of it, a development engineer explained: "No no, it was us." The dusty handset went back on the receiver, and life carried on.



Rear leaf spring set-up helped give the 900 a flat and roomy boot

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ALL-NEW FORD **MONDEO**

➤ Ford Dynamic LED Headlights



Light the way.

Official fuel consumption figures in mpg (l/100km) for Ford Mondeo range: urban 27.2-100.9 (10.4-2.8), extra urban 47.9-85.6 (5.9-3.3), combined 37.2-78.5 (7.6-3.6). Official CO₂ emissions 176-94g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience. Vehicle shown is the Ford Mondeo Titanium with optional Ruby Red special metallic paint, 19" alloy wheels, panoramic roof, and LED Adaptive Lighting.

mondeo.ford.co.uk



Go Further

A Week In Cars

Steve Cropley

Steve smiles bravely as 'Whizzo' Williams charges up the Zoe



SUNDAY AM

Can driving be brilliant and terrible at once? It certainly can, and here's an example. Headed off to Prescott to run an electric Renault Zoe in the annual hillclimb for French marques, La Vie en Bleu. Plan was to compete on my own for a bit of fun, but some club type decided I should drive with Barrie 'Whizzo' Williams, one of the country's most versatile and experienced racing drivers. If ever there were a recipe for humiliation, this was it.

Renault found a set of super-sticky Yokos, and the car felt instantly quick off the line, especially for something with a 12.3sec 0-60mph time. Most importantly, it gripped, steered and turned really well, even during a late-morning downpour. Whizzo was fast, of course, finding time to make 'hush' signs to the marshals as he noiselessly sped by. He soon turned 60.29sec, easily beating his previous electric record (in a Zoe). I soldiered on, eventually managing 61.88sec – slow but not entirely beyond the pale.

SUNDAY PM

Prescott is less blokeish than most race tracks, but it was still surprising just how interested

People pay £100k for cars with little noise and vibration. The Zoe has neither, for £15k

people were in our Zoe, especially women. They liked the styling and the interior but, funnily enough, they also liked the way it zipped uphill, which they felt matched its cheeky persona. Found myself slipping into sales patter: "People pay £100k for cars with very little noise and vibration – and here's

one with none of either, small enough to park, for £15k." Might even have sold a couple of the little things.

WEDNESDAY

It's not every day a president of General Motors walks into our humble place of trade, but the present incumbent, Dan Ammann, paid us a flying visit for lunch today as part of a busy European tour. In a sandwich-laden round table discussion he revealed that (a) the recession may have ended in the US but it's not quite over in Europe, (b) model relationships between GM's European and US brands will only keep on growing, (c) Chevy's hybrid Volt and battery Bolt lose money but are still worth doing, and (d) his own interest in high-performance



Saab rally legend Erik Carlsson will be sadly missed

driving "probably" works to the betterment of GM's cars' dynamics.

Ammann also entertainingly dismissed a recent merger approach from Fiat-Chrysler boss Sergio Marchionne, "because we're still merging with ourselves". It was a fascinating hour from someone who seemed bent on making sure the motor industry looked no more complex than it is.

THURSDAY

So sorry to hear of the death of Erik Carlsson, the Saab rally legend who was one of the world's nicest men, as well as one of its greatest drivers. I knew him quite well from the winter days he spent trying to teach us obtuse hacks how to drive on ice. I still picture him behind the wheel, turning right around in the seat and waving

an arm to reinforce a point to one of us in the back, while our car continued at a ridiculous angle to its direction of travel but under inch-perfect control.

Two other Carlsson stories. One is a comment he once made about the art of attacking blind crests in those hairy rallying days before pace notes. "Never saw the problem," he said. "After all, the road has to go somewhere..."

The second was on the launch of the first Vauxhall Cavalier-based Saab 900, which wasn't an enjoyable car. My driving partner and I reached our destination in darkness, badly in need of a drink and some rest. Out of the gloom loomed a bear-like figure who flung open our boot, grabbed our luggage and bore it into the hotel before we were even out of the car. That was Erik.

And another thing...

How fantastic to see TVR back with such awesome potential. We wondered which partners the new owners would choose. The combination of Cosworth and Gordon Murray is stronger than we dared hope.



steve.cropley@autocar.co.uk

@StvCr

FIRST DRIVES

This week's new cars

QUICK FACTS

PRICE £321,743
ON SALE NOW

Lamborghini Aventador LP750-4 Superveloce

24.5.15, Spain Can a lightweight, limited-run 740bhp Aventador live up to its £322k price tag?



Well, this is an unknown quantity. With some cars, you know what you're going to get. With the limited-run Lamborghini Aventador LP750-4 Superverloce, I'm not so sure.

The past couple of new Lamborghinis we've driven have left our flabbers slightly unghasted: the Aventador is stupidly fast but can feel clumsy, while the smaller, cheaper Huracán is also absurdly quick at the money, but in making it easy to drive, Lamborghini has left it one-dimensional. In some ways both feel a bit 'not for us'.

But, says Lamborghini, this is a Superverloce. This is different. There have been only three SVs in Lamborghini's history before now, and in Miura, Diablo

and Murciélago forms, they've developed 385, 530 and 670 metric horsepower – plenty for their time, but nothing like the 750 indicated by the numerical designation of the Aventador. Seven-fifty foreign nags is 740bhp, here developed by a 6.5-litre naturally aspirated V12 engine that's freer flowing than 'normal' and has its rev limit raised to 8500rpm. Not for Lamborghini forced induction: just a whopping great engine that also makes 509lb ft at 5500rpm. In 'regular' Aventador form, it's one of the world's great powerplants. Here, it should be even better.

Again, it's mated to a single-clutch automated manual gearbox with, we're told, an improved shift calibration, but more significant →



Prior is pleased to find the dynamic steering is notably better than the regular car's



◀ still is that the SV is, impressively, 50kg lighter than standard. There are new door skins and a couple of lighter panels clad over the carbonfibre monocoque, but I suspect the real weight saving comes from the stripped-out interior. Lamborghini quotes a dry weight of 1525kg; probably closer to 1700kg at the kerb.

What else? A big wing for serious downforce. Magnetorheological adaptive dampers as standard, as is dynamic steering, which changes ratio depending on road speed and a host of other factors such as how much of a 'bung' you give the car on the way into a corner. We don't like the system much on the Huracán but Lamborghini engineers tell us it's improved here. Oh, and the price for each of the 600-strong build run is a whisker over £320,000.

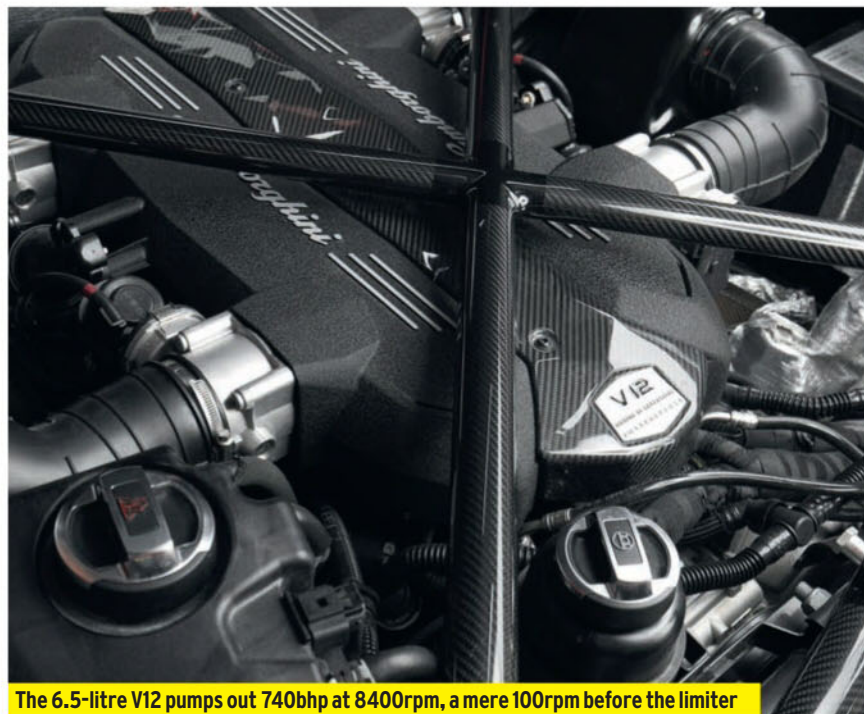
Other stats? The 0-62mph time is claimed at 2.8sec, and I believe every millisecond. That's down by only 0.1sec from the standard car but that's because whether you're talking 691bhp or 740bhp, initial acceleration

is limited by traction as much as anything. The top speed – more than 217mph – is actually electronically governed. By gum, this car is fast.

When will the horsepower war end? Not yet, according to Lamborghini's head of R&D, Maurizio Reggiani. The extra power is important at more than 125mph, preventing acceleration from tailing off. That's why it's worth having.

If making that kind of power means having an engine as good as this, I'm cool with it. The response of the V12 is sensational, especially if you push the button that takes the car's set-up from Strada (street), past Sport and into Corsa (track). Not only does that improve the throttle response to electric levels but it also changes the calibration of the dampers, the steering and the four-wheel drive system, which is actually more rear-biased in Sport than Corsa. In Corsa, forget having fun: it's all about going fast.

And this car is fast everywhere. I say 'everywhere', but we've only



The 6.5-litre V12 pumps out 740bhp at 8400rpm, a mere 100rpm before the limiter



There's a sense of drama to almost everything this car does, including how its doors open; stripped-out cabin contributes to a 50kg weight saving



Smooth driving elicits mild understeer but this approach is also readily available; the SV is a seriously quick car, and not simply in a straight line

driven it on track and then for not long. But even on this acquaintance, I can tell you it's agile and alert, in a way that the standard car isn't. Partly that's because of the reduced weight, partly the downforce and partly the adaptive dampers keeping body movements tightly controlled. But it's also because the steering is quick – more on that in a moment – and the chassis extremely throttle adjustable.

On a steady throttle and with smooth inputs, the SV will understeer a touch, and lifting off brings it smartly back into line. But it's very happy to be deliberately upset. Shift its weight around and give it bags of throttle and it'll oversteer quickly. Eventually, the four-wheel drive system shuffles power towards the front to pull it straight, but such is the weight and ferocious delivery that it'd be quite possible to have an extremely large moment in the SV. It's a car that likes positive, controlled pedal applications. Use those and it's hugely rewarding. And bonkers fast.

To the steering, then, because

previously it hasn't been without controversy. Here, it's better. Around most hairpins, you don't need more than a third turn of lock because the ratio quickens, which is most of the point. And it's stable at high speeds because it slows, which is the rest of the point. It's just about natural enough in feel but it's still not as satisfying as the conventional rack in, say, a McLaren 650S. However, it does its job of making a big car feel agile, without the nervousness of a Ferrari F12's set-up, for example.

Any other downsides? The gearbox is also improved and gives a satisfyingly quick shift at max revs at full throttle, but it's still a single-clutch automated manual that can feel lethargic at lower revs and on smaller throttle openings. It doesn't spoil things, though. The SV is a hugely likeable car. The best car Lamborghini makes, by a mile.

There's more to it than just raw speed, but if you do want something that's as fast as the Superveloce, you'll have to spend much, much

more money to get it. Forgive me, I'm going to mention the Nürburgring Nordschleife for a moment. Lamborghini, with only a 15-minute window, at little notice, decided it would have a crack at a Nürburgring lap time. A Pirelli test driver set a time of 6min 59sec in this car.

You must watch the video of the lap: there are some massively hairy moments, which Lamborghini's Reggiani reckons were worth three or four dropped seconds. Now consider that Porsche, after quite a lot of trying, made its 918 Spyder hybrid hypercar go only two seconds faster than the SV, and you have an idea of the Superveloce's latent pace.

Porsche and Lamborghini are both part of the Volkswagen Group, which means that Lamborghini won't take the opportunity to go faster and reveal what might be a slightly awkward truth: that this is the fastest car in the group's portfolio. At £321,743, then, you might – might – almost consider it a bargain.

MATT PRIOR



LAMBORGHINI AVENTADOR LP750-4 SUPERVELOCE

Astonishingly quick and far more engaging than any other car Lamborghini currently makes



Price	£321,743
Engine	V12, 6498cc, petrol
Power	740bhp at 8400rpm
Torque	509lb ft at 5500rpm
Gearbox	7-spd automatic
Weight	1525kg (dry)
Top speed	217mph
0-62mph	2.8sec
Economy	17.7mpg (combined)
CO ₂ /tax band	370g/km, 37%

QUICK FACTS
PRICE £7995
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Vauxhall Viva 1.0 SE

29.5.15, Luton Five-door Volkswagen Up rival breathes fresh life into a once-popular old name

When the original Viva was launched in 1963, Autocar reported that it was a thoroughly conventional car. Some 52 years on, the Viva name is back and, like the original, the car that bears it is competitively priced, well equipped and practical.

The new Viva has five doors, five seats and a fairly big boot. It's about 14cm longer than a Volkswagen Up, but about 3cm narrower. In short, it's conventional but compact.

There are two versions. The entry-level 1.0 SE costs £7995 and comes with cruise control, an auxiliary input, heated electric mirrors and foglights. Air-con is an extra £495. The flagship £9495 SL gets climate control along with USB and Bluetooth connectivity, while range of options includes an electric glass sunroof, rear parking sensors and some vibrant colours.

Power comes from a naturally aspirated, 999cc three-cylinder petrol engine which is, in effect, a non-turbo version of the triple you'll find in the Adam and Corsa.

Here it produces 74bhp and 70lb ft, does a claimed 72.4mpg and emits 104g/km of CO₂. There's also an Ecoflex edition of the SE which has ultra-low-rolling-resistance tyres and some aerodynamic tweaks for slightly improved economy and lower emissions of 99g/km.

The front-drive car has a five-speed manual transmission. An automated manual follows next year. All models ride on an all-new platform featuring MacPherson struts at the front and a torsion beam at the back. It's not the most entertaining small car but it corners in a composed and secure fashion, without excessive body roll. The steering offers little feedback but is well weighted and accurate, even when the car is dealing with mid-corner bumps.

The ride is on the firm side and can be a little crashy on rougher roads at low speeds but it's rarely uncomfortable. The high-speed ride is very good.

Performance is pedestrian, even when you flog the engine absolutely senseless. Want to ascend an incline,

or overtake? Prepare to drop two or more gears and nail the throttle. Head out to more open roads and it will frequently leave you wanting.

The engine is at least quiet and smooth, even when extended to its 6600rpm limiter. There's some three-pot thrum but it's not intrusive.

The gearbox is sweet and slick, but the clutch pedal action is rather soft and has a lot of excess travel, while

Want to ascend an incline, or overtake? Prepare to drop two or more gears and nail the throttle



Three-cylinder 1.0 petrol engine is smooth and quiet but wants for a turbocharger



The cabin is well made and decently appointed but air conditioning is a £495 extra; five-speed manual gearbox has an impressively slick shift



Boot offers a reasonable 208 litres of space with the split/folding seats in place; the Viva steers and handles well but the firm ride can be crashy

the brakes respond strongly and swiftly, without snatching.

The Viva easily returned an indicated 50mpg. Even though it has a tiny 32-litre tank, it should be able to travel 350 miles between refills. The Viva impresses on the practicality front, too. The cabin is smart and spacious – there's even comfortable seating for tall adults in the back – and while the steering

wheel doesn't adjust for reach, it wasn't difficult to find a decent driving position.

The 208-litre boot is big enough for everyday use. The rear seats split and fold, and there are lots of neat storage points in the cabin. Vauxhall appears to have spent a lot of time working on the details, too. For example, the ventilation controls feel solid and operate smoothly.

Frustratingly, the Vauxhall has one major foible: road noise. It's quite noticeable at higher speeds and on rougher surfaces, and will prove tiring on long-distance trips. Rivals such as the Hyundai i10 and VW Up are far quieter when on the move.

If you're in the market for a small city car the Vauxhall Viva, despite its strong points, shouldn't be at the top of your list. A Suzuki Celerio, for example, costs a similar £7999 but is lighter, faster, better equipped and more fun to drive.

What's frustrating is that the Viva seems to have unrealised potential. If the engine were a little more flexible, air-con was standard and there was more sound deadening, it would rise from also-ran to recommendable.

If it has been denied the much-needed turbocharged engine in order to differentiate it from the Corsa and Adam, it's a crying shame given how neatly engineered and finished the car is otherwise. Alas, as the Viva sits, it simply doesn't do enough to stand out from rivals.

LEWIS KINGSTON



The Viva is longer than a VW Up but slightly narrower; road noise is an issue at speed



VAUXHALL VIVA 1.0 SE

New city car shows promise, but sluggish engine and too much road noise leave it trailing its rivals



Price	£7995
Engine	3 cyls, 999cc, petrol
Power	74bhp at 6500rpm
Torque	70lb ft at 4500rpm
Gearbox	5-spd manual
Kerb weight	939kg
Top speed	106mph
0-62mph	13.1sec
Economy	72.4mpg (combined)
CO₂/tax band	104g/km, 15%

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Seat Ibiza 1.0 TSI 95

1.6.15, Barcelona Spain's supermini contender gets new engines, revised suspension and new tech

For those of you scrutinising the photos on this page and concluding that we must have accidentally printed the wrong ones, I can assure you that isn't the case. This is most definitely the new Seat Ibiza. However, aside from some brighter LEDs in the tail-lights and some equally luminescent daytime running lights, it doesn't look any different from the old one.

There are a couple of good reasons for this. Firstly, an entirely new Ibiza is due in just two years' time, so it would make little financial sense for Seat to invest heavily in designing and pressing new body panels. Secondly, the Ibiza has always been one of the most striking superminis to look at. And if it ain't broke...

Plenty is new about the 2015 Ibiza, though. Inside, you'll find a soft-touch face on the dashboard where previously there was hard and unappealing grey plastic, and the clunky old infotainment systems have been replaced with brand new and user-friendly touchscreens.

The engine line-up is all but

entirely fresh, too. The Volkswagen Group's 1.0-litre petrol triple joins the range in naturally aspirated 74bhp form and, as tested here, 94bhp turbo guise. A 109bhp version with a DSG dual-clutch automatic gearbox is also available, and there are several new 1.4 diesels.

It's fair to say the Ibiza's dynamic talents have never lived up to its chiselled good looks, and that's largely still the case. Minor tweaks to the spring and damper rates have done little to improve turn-in or limit body lean, and the new speed-sensitive electric steering is too light and short on feedback.

The Ibiza is still no dynamic masterpiece, then, but its lightweight controls make it easy to drive in town, while the suspension tweaks have brought about a more forgiving primary ride. The rural roads on the outskirts of Barcelona aren't nearly as challenging as an average British back street, mind, so we'll reserve final judgement until we've tested the car on our own patch.

The brand new 1.0-litre turbo

motor is impressive, though. The 94bhp version picks up eagerly from 1400rpm but will hold even lower revs than that on partial throttle loads without getting flustered. Let the revs build and the power delivery remains linear with no surges or obvious flat spots. You won't find the performance of a highly tuned petrol engine here, of course, but both tractability and mechanical refinement are excellent and a promising sign when you consider that this engine will be powering Golfs and Leons in the not too distant future.

The three-cylinder turbo motor may be the new Ibiza's biggest selling point, but the impressive Full Link multimedia system – standard on Connect trim and optional elsewhere in the range – is arguably just as noteworthy an upgrade. The basic touchscreen, which features Mirrorlink for Android phones, is essentially the same as the one found in a Skoda Fabia or Volkswagen Polo, but in the Ibiza it also gets the brilliant Apple Car Play. The system,

essentially the same as Mirrorlink but for the iPhone, 'mirrors' the phone's display on the car's screen to give you access to functions including texts, your music, contacts and a medley of apps.

There's still little about the way the Ibiza steers or handles to get keen drivers excited, and we suspect that, given your choice of review publication, this may make you take a step back. Even if it doesn't, the fact that a Fabia or a Hyundai i20 are bigger and better value for money quite possibly will.

The Ibiza badge won't be emblazoned on a car capable of challenging the class leaders for at least the next couple of years, then, but Seat's supermini is certainly a stronger contender than it was.

WILL NIGHTINGALE

SEAT IBIZA 1.0 TSI 95

Excellent engine and impressive in-car tech, but the Ibiza still wants for greater dynamic appeal



Price	£13,245
Engine	3 cyls, 999cc, turbo, petrol
Power	94bhp at 5000rpm
Torque	118lb ft at 1500rpm
Gearbox	5-spd manual
Kerb weight	1095kg
0-62mph	10.4sec
Top speed	119mph
Economy	68.9mpg (combined)
CO ₂ /tax band	94g/km, 13%



Soft-touch dash and new multimedia system boost cabin ambience; suspension has been tweaked, but the Ibiza is no driver's car



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BMW 640d M Sport Coupé

28.5.15, Gloucester Facelifted GT gains a revised diesel, a tweaked chassis and more kit

For this mid-life refresh, BMW has left the 6 Series' styling pretty much untouched, which is no surprise. Compared with the contentious 2003 relaunch design of former BMW design chief Chris Bangle, the current model is an elegant machine.

For 2015, there are just a few subtle design tweaks, plus some extra equipment, interior trim upgrades and a more efficient version of the straight six diesel engine. The exterior styling changes affect mainly SE models and include a full-width air scoop in the front bumper with additional chrome inserts and, at the rear, more chrome trim and larger exhausts. M Sport models, with their more aggressive styling, stay largely unchanged.

Although the new 6 Series is the same price as the outgoing model, BMW has more equipment. LED headlights and extended leather trim across the dashboard and doors are now standard, as is the TFT instrument pack.

We've been driving the 640d

Coupé in M Sport trim. Off the line, it's deliciously smooth, making it a docile thing to drive around town compared with the more urgent 650i we tried earlier this year. It's no slouch on the open road, either.

Power stays at 309bhp, which is enough to launch the car from zero to 62mph in 5.3sec. Furthermore, the engine's 465lb ft of torque – available from just 1500rpm – makes it feel almost as fast as the more powerful V8 for in-gear thrust. The twin-turbo 3.0-litre diesel engine now complies with Euro 6 emissions regulations and is more efficient. It should, BMW claims, deliver up to 52.3mpg on 18in wheels, giving an impressive, potential touring range of 786 miles.

The GPS-informed eight-speed automatic gearbox works well. It recognises the road's layout ahead and will, for the most part, select and hold the right gear for any given bend or long downhill stretch. As a result, you tend to ignore the steering wheel-mounted paddles.

In a bid to sharpen the handling, while taking out some harshness

from the car's ride, BMW claims to have fettled the electric steering's mapping and the suspension's damper settings. It hasn't been a total success. The steering still doesn't feel very linear, being either too light at dead centre or too heavy as you pile on lock, depending on which mode you select. It's also sensitive to camber. You can be holding the steering wheel mid-bend, feeling it load up in your palms, only for the weight to vanish suddenly then reappear again, making it darned tricky to hold a chosen line.

Our M Sport test car was fitted with the standard, stiffer suspension and 20in wheels. Comfort mode takes the sting out of general surface imperfections, but in the UK, our roads tend to range from bad to appalling. Even in Comfort over such surfaces, the car starts to crash and thump in a way that doesn't suit its grand touring character. Stiffen it further in Sport or Sport+ and it starts to become really cruel. You can hustle it along a B-road, however, where it displays decent body control

and a playful rear end when the mood takes you, while the brakes shed speed quickly when required.

The new leatherwork and high-gloss centre console elevate what was already a top-notch interior. The comfortable multi-adjustable seats, excellent driving position, generous space in the front and BMW's unbeatable iDrive infotainment system seal the deal.

It may not be as sporty as a Porsche 911 or, ultimately, as comfortable as a Mercedes-Benz S-Class Coupé, but the 6 Series still has huge appeal. The 640d is the one to go for. Its superb engine delivers the same performance as the 640i and all but matches the 650i for real-world pace but it will still get you to the south of France on a single tank of fuel.

JOHN HOWELL

BMW 640d M SPORT COUPE

Not the ultimate driving machine, but a great engine and superb cabin make it hugely appealing



Price	£65,895
Engine	6 cyls, 2993cc, twin-turbo, diesel
Power	309bhp at 4400rpm
Torque	465lb ft at 1500rpm
Gearbox	8-spd automatic
Kerb weight	1815kg
Top speed	155mph
0-62mph	5.3sec
Economy	52.3mpg (combined)
CO ₂ /tax band	143g/km, 26%



Facelift has made an already impressive cabin an even better one; M Sport cars are little changed visually but SEs get extra chrome



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SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DELIMIT)
SLK 350 » 328 BHP
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250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

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F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
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Ssangyong Tivoli 1.6 SE

28.5.15, Italy South Korea's budget 4x4 brand joins the compact budget crossover fray

The new Tivoli is Ssangyong's bargain-priced competition for the Nissan Juke and Citroën C4 Cactus. It's made by South Korea's own 4x4 brand – the same people who brought you the Musso, Korando and Rexton.

Going on sale as just about every other car maker launches a pumped-up supermini, the Tivoli has a lot to do just to announce its presence. Ssangyong's value-for-money reputation should help.

The basic model gets seven airbags, 16in alloys, cruise control, a Bluetooth media streaming stereo and plenty of power, for a price that undercuts smaller and less well-endowed rivals by, in some cases, thousands of pounds.

It looks better value still as you move up the trim ladder. Those who want a compact crossover with heated leather seats, an automatic gearbox or four-wheel drive often find they're only available on headline models at the far side of £20k. However, the Tivoli offers four driven wheels from just over £17,000,

a six-speed automatic gearbox from less than £16,000, and both heated leather and 18in wheels as standard for less than £15,000.

Ssangyong's claim that the new car's design is eye-catching probably has more credibility in its native Korea than it does in Europe. Here, the likes of the Juke and Cactus make the Tivoli look derivative. That said, it's sufficiently competent and stylish to merit a closer look.

The cabin's chief virtue is its space. The seats are easily generous enough for larger adults, and getting in and out of the car is made easy thanks to the raised seating level. The back seats don't slide, but the boot, which is fairly short but square, wide and tall, measures a reasonable 423 litres, making this crossover one of the more useful of its kind.

The fascia's design is as derivative as that of the exterior, but it's far from plain. With the exception of the plastic steering wheel and cheap, dated-looking gearknob of the SE version, cabin quality is more than acceptable. Meanwhile, there's plenty

of useful storage around the interior, including a centre cubby large enough for an iPad.

To drive, the Tivoli lacks the dynamic sophistication of some of its European rivals but does enough not to disgrace itself. The 1.6-litre petrol is short on torque compared with turbocharged alternatives, and its long gear ratios have been chosen for economy rather than speed.

As a result, it doesn't deliver remotely peppy or particularly flexible performance, but it goes well enough, and better than some of its competitors. Mechanical refinement is quite good, even if the cabin isn't isolated from road noise with the same thoroughness.

The car's ride is busy and occasionally thumpy and hollow feeling. It's not as comfortable or fluent over bumps as some of its European rivals, and neither does it handle with much vigour. Body control is decent, but grip and agility levels are modest on the 16in rims of the SE. The car's steering is consistent but devoid of feedback.

Ssangyong remains a relative unknown in Europe and owning one of its vehicles requires a bigger leap of faith than you'd take on other budget brands. However, on the Tivoli, it'd be a rewarding act for those with a pragmatic enough attitude.

The car's neither desirable enough, interesting enough, nor quite good enough to drive to compete with the better members of its competitor set on equal terms, but Ssangyong's pricing means it doesn't really have to be any of those things.

It may not have the character or the standout price of a Dacia Duster, but the Tivoli isn't far behind that model as a value champion. Ssangyong hopes the new car will double its UK sales volumes over the coming year and do wonders for the company's profile. It deserves to do nothing less.

MATT SAUNDERS

SSANGYONG TIVOLI 1.6 SE

New small SUV isn't up with the best in class but is certainly worth consideration as a budget option



Price	£12,950
Engine	4 cys, 1597cc, petrol
Power	126bhp at 6000rpm
Torque	118lb ft at 4600rpm
Gearbox	6-spd manual
Kerb weight	1270kg
0-62mph	12.0sec
Top speed	106mph
Economy	44.1mpg (combined)
CO ₂ /tax band	149g/km, 24%



Interior quality is acceptable although some details look dated; the spacious cabin's seats will accommodate fuller-framed adults

HOT IN THE CITY

Mini's new John Cooper Works takes on Audi's S1 in the City of London. **Nic Cackett** referees the 456bhp street fight

PHOTOGRAPHY LUC LACEY





Comparison | Audi S1 vs Mini JCW

Feisty place, the Square Mile. Especially on a week night. At chucking out time. The sun went down four hours ago, and it's been raining for much longer, but for a bottle-carrying hardcore, the working day isn't over. Nor for us though, a bedraggled North Face-sponsored foursome, as conspicuous among the Bishopsgate throng as a murder of crows in a pink sea of flamingos.

The motivation for our night expedition to the City of London is simple enough: the latest Mini John Cooper Works is the newcomer to the Audi S1's tiny speed-freaky niche, and because its brittle predecessor made about about as much sense in London as a pogo stick, we thought we'd begin in the one place where a hot supermini starts to make sense.

Four hours earlier and the cars' combined 456bhp wouldn't have made a fig of difference. The capital's rush hour best suits two wheels, not four. But after dark, the traffic eventually thins to a steady trade wind of double-deckers, cabbies, delivery drivers, bin men, Uber hybrids and coppers. All mercilessly impatient, semi-sure of where they're going and utterly mercenary about how to get there. Now it pays to be small, agile and as swift as sin.

Both cars fit the billing. The Mini, like our Leadenhall Market backdrop, has heritage on its side. Pea-soupers were a recent memory when John Cooper set to work on Alec Issigonis's baby. Thirty years later his name and vision weren't forgotten when the Mini was overhauled by

a new guardian. Now in its third generation, the new Mini JCW is the most powerful production variant yet built by BMW. Its 228bhp, developed by a modified version of the turbocharged 2.0-litre engine already found in the new Cooper S, stands it directly at eye level with the four-wheel-drive S1, our Lloyds Building for the night – it being a radically over-engineered solution to a simple requirement also, although one without an 18th century dining room installed.

Static photo and wonky metaphor completed, we head out to brave the mean streets. Mini first. And bad news. It's a truth universally acknowledged that to live with a Mini, you must first make peace with its try-hard interior. Happily, the JCW's footprint is restricted to a pair of very decent bucket seats and a surprisingly modest dusting of what look like low-rent stickers. Unhappily, there's no clutch pedal in our test car, and the gearstick moves only fore and aft. There are paddle shifters, but they're as appropriate for the Mini as hanging baskets would be on the Gherkin.

Previously, a spiked bar stool at an actuary's leaving do would have been preferable to bouncing round night-time London in something as misaligned as an automatic JCW, but the latest iteration barely needs to round the first proper corner to announce itself as different. As assuredly as the Cooper S did last year, the JCW – even with further uprated springs and brawnier anti-roll bars – now rides in confident

style. Although the JCW is as firm and incessantly busy as it ever was, the ridiculous skittishness of its forebear has been adroitly tamed, helped along by the decoupling of the dampers from the body via triple-path strut mounts plus, in this case, the £240 fitment of Variable Damper Control.

By lessening the requirement to slalom around manhole covers like Chemmy Alcott, the liveability (and, in turn, likeability) of the JCW is transformed at a stroke. So much so that even the Steptronic torque-converter gearbox comes good. The generous step-off momentum, prudent upshifts and faultlessly smooth delivery make it a fine fiddle for the 236lb of single-mindedness served up practically from idle.

If that sounds like a rather grown-up prospect, then good – because it feels like one. Like all its newly introduced stablemates, the JCW comes with a keen sense of its own solidity, feeling every bit as well assembled as a BMW 3 Series. The resulting cohesion with the running gear's native tautness is impressive: from spring to mount to body to dashboard to steering wheel to palm, there's no longer any chink for your admiration to slip through. Instead, with big mirrors outside and excellent iDrive-derived sat-nav inside (courtesy of a £1400 Media Pack), you merrily bound from crawl to dawdle to sprint and back again in almost total small-car contentment.

That leaves little space for the S1 to mount a proper charm offensive, and initially it stumbles even where



Where the Mini is purposefully brisk, the Audi feels genuinely quick



it ought to automatically triumph. Following the bulletproof function of the Mini, the Audi feels unusually flimsy, most notably through the over-assisted steering and the colossal play of the six-speed manual stick, which is both far too lightweight (finding reverse when you're looking for first) and too vague (finding the gate when you're reaching for third). More damningly, the lightness of the S1's controls doesn't necessarily translate into ease of use. The Mini's steering, for example, may be heavier but it's also quicker. In the Audi, the front end's refusal to respond properly to initial input often means that there's a bit more lock to wind on and off.

Nevertheless, the S1 only requires you to be in the outside lane at a set of traffic lights with a next-left turn to make in order for it to suddenly have you on-side. Where the Mini is purposefully brisk through the first two gears, the Audi, thanks to its four contact patches' better purchase on London's rain-slick streets and an additional 37lb ft of twist from its own 2.0-litre turbocharged four-pot, feels genuinely quick – quick in a stomach-flattening, time-saving way that currently separates its 5.8sec 0-62mph time from everything else

in the supermini class, JCW included.

That attribute, though, as addictive as it is, proves insufficient to overcome the more rounded Mini after a night on the town. The ride isn't quite as clever and nor is the refinement; the infotainment, £1495 sat-nav included, is a generation behind, while the interior, although perfectly pleasant, doesn't rise to the occasion in the way that the engine does. Round one to the Mini, then.

Round two, mercifully, occurs at midday. A straight-line sprint from the Surrey Hills to a petrol station in Maidenhead, using every B-road between the two, before swapping cars and coming straight back. It's a lovely day. The sun is out and, to begin with, the way is as familiar as an old friend's face. Such occasions aren't typically suited to a fast Audi but there's something curiously endearing about the S1. Certainly, there's a moreishness about the poke, the detuned EA888 motor delivering a linear yet unencumbered growl. We've previously accused it of being underwhelming, but that's a relative truth. In actual fact, it's just not quite quick enough to prevent you from flogging it absolutely everywhere. Because the S1 is so small, you don't feel guilty about doing so, either. →



Mini's big dials don't appeal to all tastes but the interior has premium-grade solidity



Audi's cabin feels like a quality production but its infotainment lags behind the times

	1 Mini JCW auto	2 Audi S1
RATING	★★★★☆	★★★★☆
Price	£24,380	£25,420
0-62mph	6.1sec	5.8sec
Top speed	153mph	155mph
Economy	49.6mpg (combined)	40.4mpg (combined)
CO₂ emissions	133g/km	166g/km
Kerb weight	1280kg	1390kg
Engine layout	4 cyls, 1998cc, turbocharged, petrol	4 cyls, 1984cc, turbocharged, petrol
Installation	Front, transverse, FWD	Front, transverse, FWD
Power	228bhp at 5200rpm	228bhp at 6000rpm
Torque	236lb ft at 1250rpm	273lb ft at 1600rpm
Power to weight	178bhp per tonne	164bhp per tonne
Specific output	114bhp per litre	115bhp per litre
Compression ratio	10.2:1	9.3:1
Gearbox	6-spd automatic	6-spd manual
Length	3874mm	3975mm
Width	1727mm	1740mm
Height	1414mm	1417mm
Wheelbase	2495mm	2469mm
Fuel tank	44 litres	45 litres
Range	480 miles	400 miles
Boot	211 litres	267 litres
Front suspension	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar
Rear suspension	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar
Brakes	330mm ventilated discs (f), 259mm solid discs (r)	310mm ventilated discs (f), 272mm solid discs (r)
Wheels	7.5Jx18in	8Jx18in
Tyres	205/40 R18	225/35 R18

◀ Nor does it seem particularly perilous. The clutch on that expensively repackaged rear axle parcels out just enough torque to make the car's impishness seems appropriately surefooted.

What's unusual, then, is the faint giddiness that accompanies the endless flogging. Perhaps it's because there's room enough in the S1's suspension travel to meet mid-corner bumps without having you off, so you tend to hang on in the bends while simultaneously hardly using the brakes. Perhaps it's the car's provenance beavering away at the subconscious, the thought of its near rejection and the fact that it is fundamentally too expensive and complicated, and therefore not the

totally brilliant business case that Audi habitually makes for everything. The idea of it instead as a basket case, existing only by virtue of a quirk in the formidable quattro logic, is a compelling one – and it's hard not to make it fit the car's slightly dishevelled character by the time I lay anchor on the Shell station's forecourt.

Tellingly, there's a twinge of disappointment to see the back of the S1 just 10 minutes later for the return leg. Thanks largely to the automatic gearbox, the JCW doesn't dare you to strong-arm it everywhere. It feels heavier, too, despite inevitably carrying less weight than the tech-heavy Audi. Consequently, the mollifying quietness that kept you nicely isolated in the city has a

There's no place for thoughtless frenzy aboard the Mini JCW

tendency to become cloying if you let it. Try to interject with the same injudicious prods of the throttle applied in the S1, though, and you'll simply expose the absence of a proper limited-slip differential in the nose and the location of the traction control light on the instrument cluster. The JCW actually uses

equal-length halfshafts at the front end for a more consistent steering feel, but that doesn't prevent the steering wheel from going characteristically light whenever it's overloaded with torque.

The solution, unsurprisingly, is not to try harder at it, but better. There's no place for the same thoughtless frenzy aboard the Mini. Instead, you work steadily until the JCW's hyperactivity becomes a groove. Adapt to the hair-trigger steering properly, change gear manually to harness the four-pot's latter-rev largesse and instinctively manage its weight shift with the throttle, and the chassis will respond with a full-bodied poise unknown to its rival. The JCW's new-found ability



JCW has greater poise than the S1, changes direction quicker and is more adjustable



There's a passing similarity between the wheel designs although the Mini's are simpler



JCW needs a head start or it is overhauled by the S1, with its extra torque and traction



Refinement and ride aren't the S1's forte; instead it encourages an eager driving style

to negotiate sharp-edged obstacles has in no way undermined the intensity of its turn-in. The change of direction is far more direct than in the sloppier S1 and, needless to say, more adjustable thereafter.

The more you drive the Mini, in fact, the more one-dimensional the memory of the Audi becomes, its lifelessness at low speeds a curable condition but only by continually operating at the opposite extreme. For a one-off 30-mile blitz, that's fine. For long-term ownership, it probably isn't. Moreover, there's no getting away from the relative cost: the Mini, with the manual gearbox that you want, starts at around £23k, whereas the S1 is beyond £25k and, because of 166g/km CO₂ emissions and lowlier

economy, is more expensive to run.

None of that entirely overwrites the Audi's curio charm though. I wouldn't be the least bit surprised if its pint-sized quattro underpinnings make it something of a prized secondhand prospect five years down the line. More so, perhaps, than the JCW, which although proving itself dynamically mightier in this comparison, doesn't entirely justify the idea that its near £5k premium over the standard Cooper S is warranted. Without trying the manual version, though, that's by the by. For now, Mini's deft punch lands well enough on target, making the JCW if not the quickest big-engined supermini then, for now, certainly the most complete. **A**

CREATIVE SPARKS

What would happen if you lit the creative touchpapers of three elite car designers by asking them to redesign a classic model to their tastes? **Richard Webber** stands back and enjoys the fireworks

When Jaguar design boss Ian Callum revealed his personal take on the Jaguar Mk2 last summer, opinion was divided. Like it or not, however, it had a certain behind-the-curtain appeal, for it represented the personal automotive musings of one of the world's top car designers, his mind freed from mass-production realities.

So what would some of Callum's contemporaries come up with if they were asked to reimagine a

design classic? We asked designers from Nissan, Jaguar and Morgan to pick a car from another marque (to eliminate any implied 'design direction' for their own brand) and to produce their own personal reinterpretation of it.

The visual potlatch that resulted includes a radical Japanese take on a 1950s British roadster, a cherished teenage memory made new and one designer's chance to perfect his own back-catalogue hit. Of course, none of these will get made. Or will they?

JONATHAN WELLS Head of design, Morgan



While gaining a first in transport design at the University of Huddersfield, Jonathan Wells enjoyed stints at TVR, Land Rover and Morgan. He went on to work at the Malvern company full time, becoming design boss in 2013. Major projects include last year's bespoke SP1 special and the recently relaunched Aero 8.



Ford Capri

Design of the front-engined, rear-drive 1969 Capri, which was sired by the appropriately named Project Colt that aimed to create a Mustang for Europe, was overseen by Essex-based American Phil Clark as a follow-up to his GBX concept. German Uwe Bahnsen penned the Mk2 and the Mk3 versions, which survived until 1986.

"I LEARNED TO drive in a Mk3 Capri 2.0 S," says Wells. "I was blown away by the long bonnet and being at the wheel of a car for the first time, so the Capri has always excited me."

"I've based the design on the 2.8 Injection Special but I used the inspirations for the Capri as my brief, rather than simply redesigning it."

"The Capri was the European pony car – our answer to the Mustang – so I wanted to create a car that wasn't quite so muscular and didn't have as much Mustang influence."

"I've kept the high-tailed fastback shape, C-post graphic and long, bulging bonnet of the Mk3, but lowered the waistline to cut through the wheel arches. Some of the styling of the early concepts was quite dramatic, which I've also hinted at: the arches are squared-off in reference to the Mk1's graphic that flicked up behind the rear wheel and ran straight along the side of the car."

"I've applied some modern aerodynamic knowledge with the new nose cone, a faster roofline and

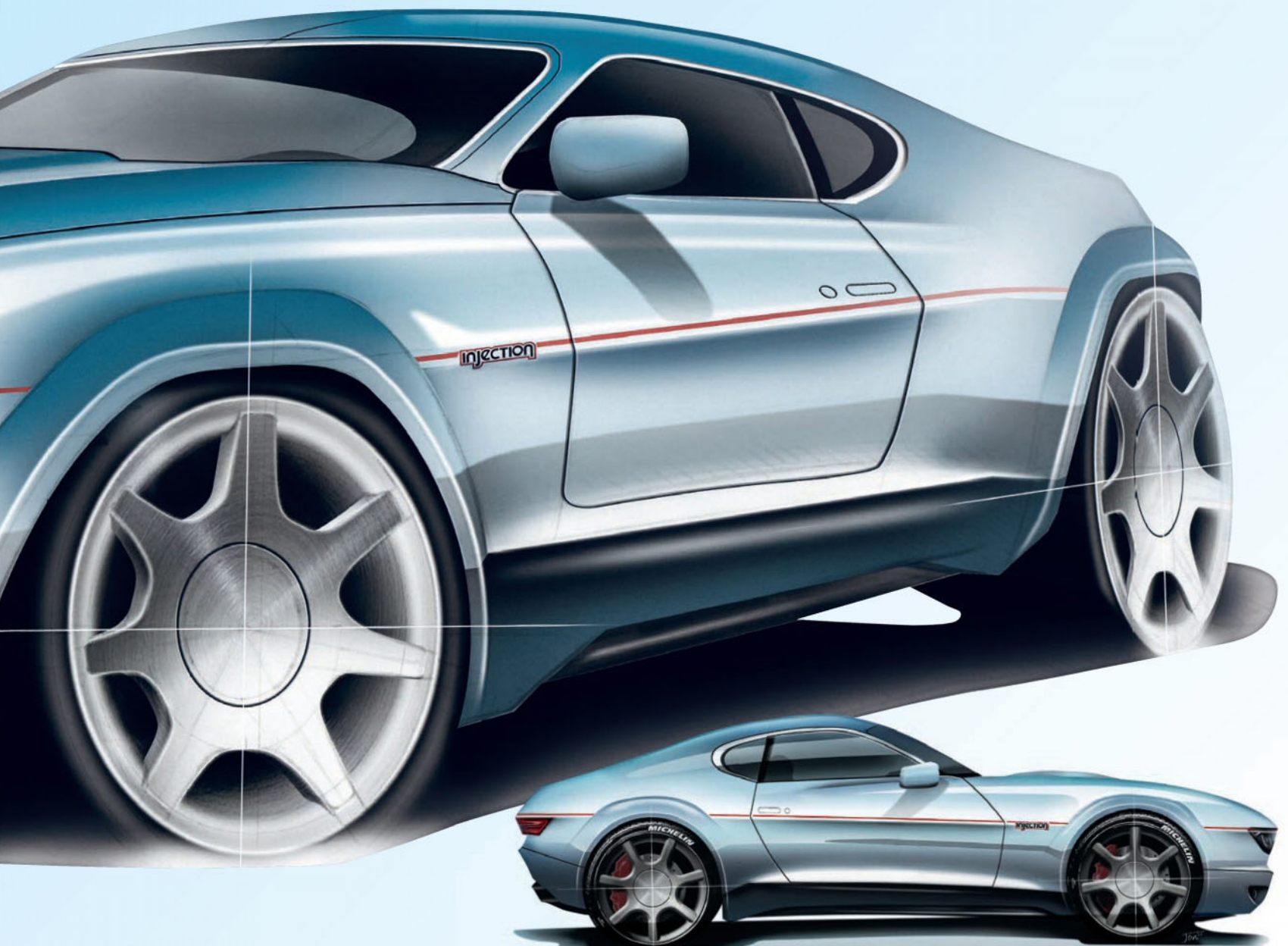
more tumblehome on the sides. At the front I've incorporated the Mk3's horizontal vents, prominent bumper and rectangular indicator shapes



into the body via splitter detailing, simplifying the nose but keeping its character. I used the new Ford GT's front-end for inspiration.

"Quad headlights were pretty much mandatory. The Mk3's headlights, Aeroflow grille and rear lights all influenced Ford design, so it was important to keep them."

"I'd like it to use Ford Ecoboost engines: the GT's twin-turbo 3.5 V6 and an entry-level 1.5 Laser. I'd love to get stuck into the interior, too – tartan seats and all." →





Austin-Healey 100

Named for its ton-plus top speed, the 100 was a Donald Healey-designed two-seater roadster powered and manufactured by Austin. Launched in 1953 at a price of £1063, it made 90bhp from its 2.6-litre four-cylinder engine and reached 60mph in 10.3sec. In 1956 it was replaced by the 2.6-litre, six-cylinder 100 Six, which then fathered the more famous Austin-Healey 3000.

"I CHOSE AN Austin-Healey because of its British heritage and because the brand isn't used by anyone today," says Nakamura. "The 100 is interesting: I like the proportions,

the folding windscreen and the grille, which looks like a Japanese fan. The car's shape is very British, though.

"In the 1950s, aerodynamics were not a priority, which was nice for

designers; today's cars have so many constraints with drag and lift. My version is much more aggressive and has some aero treatment – I added carbonfibre ground-effect technology underneath, but kept the top faithful to the original.

"I kept the two-tone design and the integrated windscreen. The point is to respect the original design in today's environment. I added new things such as the headrests and LED lights, using minimal modifications. My car is lower and wider but perhaps not longer. Cars were so narrow in the 1950s – you can't do that today.

"The two-tone design – and the character line it brings – is iconic on this car. It gives a kind of casual, romantic feel, not too serious. It reflects the mindset of post-War society, when cars became democratised. These were cars for normal people and had a lot of soul.



"I spent lots of time modifying the proportions and the lines. It produced a very interesting dialogue with a younger designer who I worked with on the project. I taught him a lot, he studied a lot. It was a very good process.

"Even after 50 or 100 years, the 1950s will still be one of the greatest eras of car design. Designers and engineers were free to express themselves. This changed in the 1970s, and now we are always balancing emotion with social responsibility. In the 1950s, they were just having fun." →



Nakamura explains the genesis of his design to Webber

SHIRO NAKAMURA Chief creative officer, Nissan



Since joining Nissan in 1999, Shiro Nakamura has overseen designs including the 350Z, Cube, Qashqai, Juke and GT-R, and now also leads the creative teams at Infiniti and Datsun. He cut his teeth at Isuzu and GM and owns first-generation examples of the Nissan Silvia and Fairlady Z.



It's Austin-Healey from above, ground-hugging sports car from below



Lotus Elise S1

The lightweight, innovative and affordable Elise marked a return to Colin Chapman's values when it was launched in 1996. Composite bodywork, an aluminium chassis and a 118bhp Rover K-series engine combined to rewrite the book on driver appeal. The updated S2 arrived in 2001 and preserves that uncompromising ethos to this day.

"WHENEVER I WASHED my own Elise, I was reminded of things that didn't turn out quite as I'd have liked, and I always wanted to put them right," says Thomson. "My new design might seem relatively modest but that's because I actually plan to build this car for myself one day – a carbonfibre-bodied one-off based on a Series 1. The Elise has some really pure forms; I'd just like to clean it up, make it neater and improve the quality and confidence of the design."

"I've lowered it by about 30mm, widened it by 75-100mm and added bigger wheels so it looks more

purposeful and solid. The original was less powerful than it looked, but I'd fix that by installing something like a Honda VTEC engine, and maybe a sequential gearbox.

"I really like what Singer does – modernising Porsche 911s in a classic way – and I've tried to respectfully modernise the Elise. The S1 was strongly influenced by 1960s and 1970s cars, and I still want it to look of that ilk.

"I didn't want lots of big, angular, scoopy vents on the lower half, which many people are doing. Instead it references racing Porsches and

Ferraris of the 1970s, such as the Ferrari 512 S, with their experimental stick-on wings and flaps that weren't intrinsic to the main form. For example, the Elise had little aero corners moulded into the front bumper – I've used carbonfibre add-ons in their place.

"There's also a big Venturi element at the back. We'd originally planned something like that, but it didn't fit the budget. We'd also planned an exposed chrome rollbar without a rear window, but it let engine fumes into the cabin. I've reinstated that arrangement for my design.

"We made so many references to motorcycles, lightness and stripping-out – that was the heart of the original. I'd like it even more stripped-out. It's a bit of a pipe dream, but I'd love to make it happen." **A**



JULIAN THOMSON Advanced design director, Jaguar



After studying vehicle design at the Royal College of Art, Thomson began his career at Ford before going on to work for the Volkswagen Group and then Lotus, where he penned the original Elise. In 2000 he joined Jaguar, where projects have included the CX-75 hypercar and the LRX concept that informed the Evoque.





Mercedes-AMG C63

Merc's factory tuner turns up the C-Class wick to unparalleled levels

MODEL TESTED Saloon

● Price £59,800 ● Power 469bhp ● Torque 479lb ft ● 0-60mph 4.4sec ● 30-70mph in fourth 6.5sec
● Fuel economy 19.4mpg ● CO₂ emissions 192g/km ● 70-0mph 45.3m ● Skidpan 0.99g

Most enthusiasts will find it hard to acclaim the arrival of the new C63 without mourning the departure of its predecessor. The previous model was the first to be built by AMG from the ground up and, boy, did it show. Its shadow, cast chiefly by the memory of the extraordinary naturally aspirated 6.2-litre V8 in its nose, looms large over the latest car – if only because its maker has done its best to gamely stick to the same formula the second time around. That turbochargers were to be stuck to the next generation of AMG engines was clear even at the previous C63's

WE LIKE Relentless new V8 engine ■ Cabin prestige ■ Communicative, confidence-inspiring chassis



● From the front, the C63's most distinguishing feature is the revamped bumper, which dramatically increases the car's nostril capacity as well as visually forcing it closer to the road.



● Although the effect in white is slightly diluted, the C63's aluminium bonnet is bespoke and most notable for its twin power-dome peaks.



● Our test car arrived on standard 18in alloy wheels. These can be exchanged for 19in alternatives that fill the arches a little better, but don't expect the ride to improve any.



● Although 'AMG' is plastered on the nose, the badge most likely to give you a warm and fuzzy feeling is under the bonnet, atop the engine, identifying the V8's builder: Stefan, in this case.

introduction, but where some of its rivals – notably, BMW with the current M3 and M4 – opted to reduce the cylinder count, too, Mercedes has stuck rigidly to its V8 playbook.

The provenance of the new unit, briefly introduced to us already in the new Mercedes-AMG GT, is worthy of a 21st century creation. Already famous for being the result of shunting two four-pot A45 engines together (there's rather more to it than that, of course), the new V8 delivers more power, more torque, less weight and, naturally, far greater efficiency. Nevertheless, its forebear can be neither described nor



Previous C63 was the last with a 6.2 V8

succeeded solely through numbers. The C63's character, certainly it's most likeable side, was spliced into the throttle response and bellowed from the quad exhausts. Equalling it means doing the same.

Fortunately, the early word is good. The previous model was AMG's first real attempt at overhauling BMW's M division in the handling department, and the hard work done to modify its chassis has been replicated the second time around. It'll also come in two versions from launch: the standard 469bhp C63 tested here, and a more expensive S-badged model with 503bhp. Both are more powerful than the current M3 or Audi RS4 although, starting at £59,800, they're a little pricier, too. In eight pages we'll know if the new car lives up to its premium – and its reputation. Let's begin.

DESIGN AND ENGINEERING



Mercedes' efforts to make the latest generation of C-Class an even more slippery, more elegant prospect have not particularly paid off in the C63's favour. Typically, we expect some exposed sinew from our V8 muscle cars, and the Mercedes is well short of the M3's appearance in that regard. Mostly this is because of the tapering rear end (the automotive equivalent of a weak chin) and the absence of blistering in the wheel arch →

WE DON'T LIKE Grating ride quality ■ Insistent road noise ■ Lack of visual presence



● As rear spoilers go, the C63's tiny wing is unobtrusive. Which is part of the problem. Its predecessor's, while about the same size, at least came in black.



● Full LED headlights and tail-lights are a standard feature of the C63 family, although the design here is shared by the lesser C-Class models.



● Quad tailpipes come gratis. But if you want the sound coming from them to be at its most theatrical, you'll need an extra £1000 for the AMG system that adds an additional two flaps.



● C63 badge stays even though it was originally part of the engine designation. It was used to denote the 6.2-litre engine in commemoration of the 6.3-litre M100 (Merc's first V8).



● Mercedes' dials are conventional but this central multi-function display has nav guidance, multimedia and trip computer modes.



● Aluminium paddles are the same as those in the GT. They're attractive and tactile. Mercedes claims their stiffness helps improve shift times.



● This layout is skewed to the disadvantage of right-hand drive. Suspension, ESP and drive mode toggles are all on the passenger's side.



MULTIMEDIA SYSTEM

We've had several encounters with Mercedes' touchpad auxiliary controller. In the C63, it controls a Comand Online multimedia set-up with an 8.4in colour display that comes as standard – and, in our view, doesn't control it very well.

The claim is that you can master the whole Comand system using it, through the kinds of swipe and pinch gestures used on a smartphone. But using it requires more precision than many will be able to muster with their left hand, and the haptic and audible feedback is more hindrance than help. Thankfully, Mercedes also

includes a familiar and much more intuitive rotary controller.

The C63 gets Merc's Frontbass speaker architecture as standard, and our test car had the Burmester premium audio fitted: a 640W, 14-speaker set-up with excellent clarity and bass reproduction.

The C63 also has Mercedes' Connect-Me services as standard. This works via a 4G sim card integrated in the vehicle and allows you to perform tasks – such as checking fuel level, locking and unlocking and pre-setting the auxiliary heater – remotely via smartphone app.



← department. Instead, AMG has relied on new front and rear bumpers, widened front wings, fatter sills and a power-dome bonnet to get the job done – and, certainly in white, they don't quite manage it.

Nevertheless, even if the car's presence comes in a stately whisper, the quad pipes do at least remind you that the C63 has something large within it to shout about. Whatever its application, the new twin-turbo V8 displaces 3982cc – precisely what you get when you combine two 1991cc cylinder blocks in the same closed-deck crankcase. In the C63, the engine is designated M177 – a wet-sump version of the dry-sumped M178 that features in the GT.

As you might expect from something built at Affalterbach under the 'one man, one engine' principle, the V8 is a symphony of exotic materials and technologies. The pistons are forged aluminium, the cylinder heads are made from zirconium alloy, spray-guided combustion comes courtesy of high-pressure piezo injectors and, most impressive, its two turbochargers are mounted in a 'hot inside V' configuration, meaning that they nestle between the cylinder banks to make the unit as compact as possible.

The power is directed exclusively to the rear wheels via a heavily revised version of the seven-speed Speedshift MCT transmission – AMG's version of the 7G-Tronic automatic that does away with the torque converter in favour of multiple clutches and bands for each gear. In the S version, 503bhp and 516lb ft are distributed between the rear wheels via an electrically controlled locking differential. In the standard guise driven here, 469bhp and 479lb ft are split using a mechanical limited-slip differential.

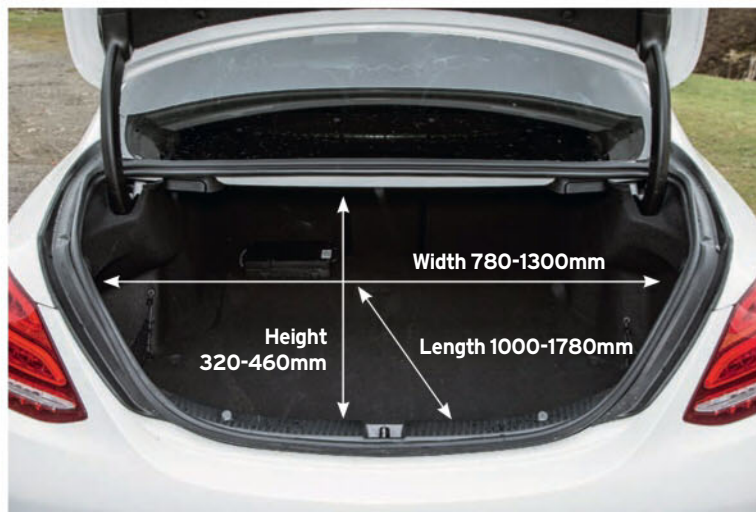
Both variants sit on the same modified chassis. There's a 25mm drop in ride height and the front track is 31mm wider than that of a normal C-Class. At the back, new wheel bearings allow the car to be set up with greater negative camber. Firmer springs and larger-diameter anti-roll bars are included all round, as are stiffer bushings and three-stage adjustable dampers. The C63 comes as standard with 18in wheels and 360mm disc brakes. The S gets 19in alloys and 390mm front discs. The brakes can be upgraded to ceramics for £4285, and the AMG exhaust system – whose extra throatiness really ought to be the default sound – is an additional £1000. →



● Comfortable heated leather seats up front only want for a couple of extra inches of downward adjustment. Perceived quality inside is top-notch.

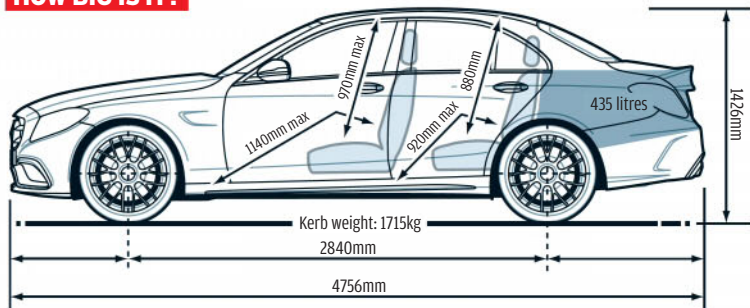


● The provision of accommodation for rear occupants is good. The rear seatbacks themselves are split 40/20/40 to enable through-loading.



● The boot is a fair size but the narrowness of its opening could be a problem when carrying bulky items, as could a minimum loading height of just 320mm.

HOW BIG IS IT?



VISIBILITY

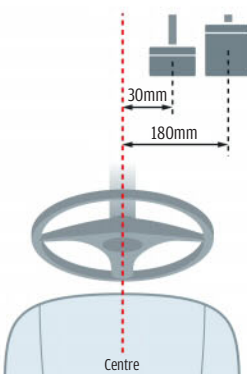
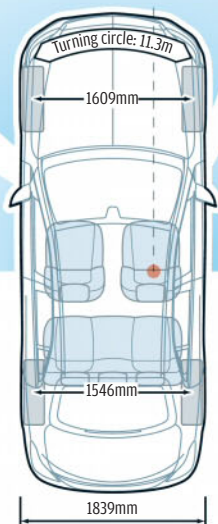
Entirely typical for a modern saloon. Plenty of adjustment in the seat for those who like to sit higher. Rearwards and rear three-quarter views are restricted.

HEADLIGHTS

LED lights standard; intelligent LEDs as fitted. Very good indeed, with excellent adaptive high beam.

WHEEL AND PEDAL ALIGNMENT

Mercedes has had problems with right-hand-drive pedal alignment, but not in the new C-Class. The brake pedal is wide enough for you to reach it comfortably with your left foot when you want to. Motorised steering column has loads of adjustment.



INTERIOR

★★★★★

It's a long time since the likes of AMG's original 190E 3.2 set the template for generations of compact sports saloons. In the decades since, the concept has been refined in more ways than one. Luxury and technological sophistication now matter almost as much as anything else, and AMG packages both better than any of its competitors.

The C63's key advantage is that it's a C-Class, so it brings innovations filtered down from bigger Mercedes models along with a material lavishness that you simply won't find in any of its rivals. The SL's Frontbass audio system comes as standard, as do the S-Class's latest Collision Prevention Assist Plus crash mitigation and Attention Assist fatigue-monitoring systems.

Our test car had AMG's Premium Pack fitted, which puts Artico 'man-made leather' on the roll-top dashboard, door cards and armrest, as well as on the large, snug, heated sports seats and steering wheel. It's attentively stitched and beautifully presented and lends an aura of richness that distinguishes the car.

The C63's fixtures and fittings bristle with more matt chrome than any rival sports saloon and almost all feel solid and expensive. The glossy black plastic of the centre console is less attractive and prone to dirty fingermarks and, to us, the silvery plastic on the steering wheel seems slightly low-rent. But the feathered aluminium trim across the dashboard and door consoles is worn very well indeed, and finding a button or knob that lets the side down on perceived quality is impossible.

Cabin space is good in both rows, and although the boot is quite shallow, it's big enough to swallow

all but the very bulkiest items. The instruments are conventional analogue dials and fairly plain, but with its lap timer, boost gauge and engine and transmission oil temperature readouts, the AMG mode of the central trip computer screen adds the performance drama.

PERFORMANCE

★★★★★

AMG's new M177 4.0-litre V8 seems little short of stellar here. Suitably dramatic sounding, it's also crisp under your right foot and so muscular through the lower revs that you can't believe it'll spin so keenly to the 7000rpm cut-out. And yet it does. We can pay it no greater compliment than to record that, even after the over-square, atmospheric awesomeness of the C63 Black Series' M156 V8, this feels like progress.

But of equal significance, believe

it or not, is the gearbox. The multi-clutch Speedshift unit has been totally reworked and now shifts almost exactly as you want it to. Select Sport+ mode and the paddle-shift changes come through almost as fast and hard as a BMW M4 can deliver them. Hold the left-hand paddle down and it'll block-shift down to the lowest available ratio, even to within a few hundred revs of the redline; leave it in Comfort and it's the heart and soul of smoothness.

Seldom have we been so impressed by a transmission from AMG, but the firm is evidently keen to address recurrent criticisms of the past few years and put itself in a position to be rated by hardcore purists as highly as by the old autobahn faithful.

It may, in fact, be too keen, because in opting to tie this car to the road surface so intimately, as you'll go on to read, AMG has fallen short of the kind of rolling refinement you might want in a modern super-saloon.

Track notes

DRY CIRCUIT

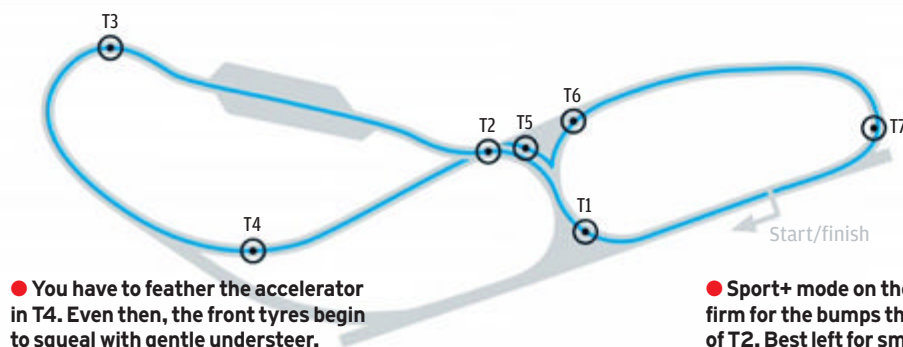
Mercedes-AMG C63 saloon

1min 15.1sec

BMW M4 M-DC1

1min 12.5sec

It lacked the sheer mechanical grip to make as quick as the M4. It was stable, communicative and adjustable but felt heavy and hard on its front wheels through the faster bends.



WET CIRCUIT

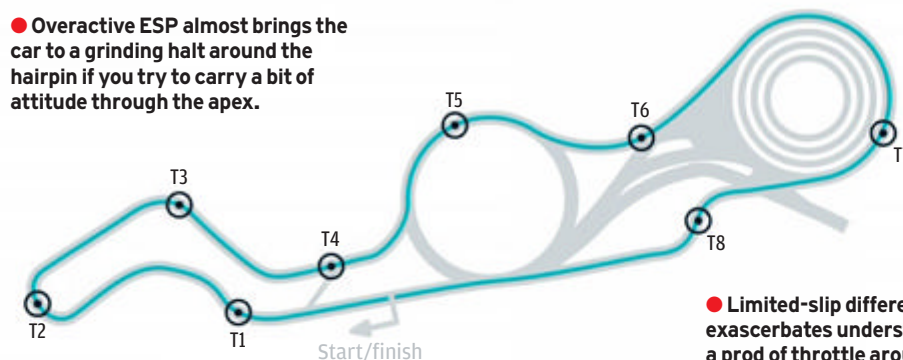
Mercedes-AMG C63 saloon

1min 20.0sec

BMW M4 M-DC1

1min 25.7sec

Competent enough and amusing in places but mostly blessed with too much power and not enough traction. ESP is indelicate, even in Sport Handling mode, but it keeps you out of the weeds.



ACCELERATION 14deg C, dry

Mercedes-AMG C63 saloon

Standing quarter mile 12.7sec at 116.2mph, standing km 22.7sec at 149.5mph, 30-70mph 3.4sec, 30-70mph in fourth 6.5sec



BMW M4 M-DC1

Standing quarter mile 12.3sec at 120.9mph, standing km 21.9sec at 155.3mph, 30-70mph 3.1sec, 30-70mph in fourth 5.4sec



BRAKING 60-0mph: 2.71sec



Rolling refinement and ride quality are compromised by the pursuit of a rawer feel



The quality of the C63's performance is easily good enough to excuse a slight shortfall in quantity

Usability is crucial with these cars because they're everyday drivers for most owners. And although those owners aren't likely to balk at the idea of struggling towards a real-world 25mpg, they may just object to the road and chassis noise this car produces, because it's considerable. It is also unbecoming of a performance saloon of such refinement and sophistication in other departments.

Against the clock, the C63 fell narrowly short of the accelerative marker set by the M4 last year, mostly because of insufficient traction off the line. It's a postscript in this section for two reasons. Firstly, because the quality of the C63's performance is easily good enough to excuse a slight shortcoming on quantity, and secondly, because if you really want to blow the competition away, you'll buy the more powerful and bigger-wheeled C63 S, which we'll benchmark later.

RIDE AND HANDLING



We'll get straight to it. The C63's ride is coarse. The car's axles are entirely

the work of AMG so it's deliberate – an inevitable by-product of the consistent, communicative, closely controlled handling that Affalterbach considered more important overall.

For the most part it's a background uncouthness, but it punctures the calm of the cabin with added bite every time you cross a crumbling edge of asphalt or a slightly sunken drain. The suspension's clunks and thumps get quite percussive over cat's eyes. It's more like rawness than crudeness, though, and it'll either bother you or it won't. For one tester, it was an acceptable trade-off for the way the C63 handles; for another, it would have been enough to cost Mercedes-AMG a sale. No prizes for guessing which of the two spent longer at the wheel.

The C63's handling proved less divisive. Although it's neither as grippy nor as fast around MIRA's Dunlop circuit as an M4, the car acquitted itself with the greater conviction of the two on the road thanks to weighty, feelsome, trustworthy steering and a sweeter balance of grip at lower speeds. Body control is firm; not brilliantly damped, but with enough suppleness

to deal with a testing surface, if you leave the suspension set to Comfort.

Mercedes-AMG is evidently powerless to add much subtlety to Daimler's stock stability control system, but turn it off and you can enliven the C63's directional responses with your right foot on demand – and do so with confidence, too, because the car is controllable and benign in its every response.

You have to go a lot faster and harder than you would on the road to become aware of what separates the car from an M3 or M4 in objective terms. Ultimately, it's grip. On 19in wheels and Michelin Pilot Supersport tyres, the BMW clings to a circuit harder than the heavier C63 does on its Continental-shod 18s. But at the limit of adhesion, the AMG almost always runs out of grip up front first, which makes it more forgiving than the BMW when push comes to shove.

BUYING AND OWNING



Parsimony is probably not the AMG buyer's primary motivation. Nevertheless, better efficiency is

one of the key criteria of the engine downsizing effort, and no owner will complain about gains in economy. The latest C63's official claim improves on its predecessor's paltry 23.5mpg by a full 11mpg. However, even with a True MPG test not possible, we found ourselves still averaging about 19.4mpg, lengthened to only about 25mpg on a cruise. Better than before perhaps, but still well short of the 35.6mpg touring figure we managed in the M4.

The emissions battle, particularly if you opt for the cheaper manual M3, goes to the Mercedes – no small feat when you consider the relative cylinder count. However, choose the BMW's M-DCT gearbox, as most buyers do, and the difference is inconsequential.

Given that the C63 proved slower than the two-door version of its chief rival in our hands, it's hard not to recommend the S model right out of the gate, which penalises running costs only very slightly in return for an extra 34bhp and 37lb ft, not to mention larger wheels, bigger brakes and better front seats. But then you're forking out £10k more than you would for an entry-level M3. →

MERCEDES-AMG C63 SALOON

On-the-road price	£59,800
Price as tested	£63,920
Value after 3yrs/36k miles	£30,350
Contract hire pcm	£917.33
Cost per mile	£1.26
Insurance/typical quote	47/£1136

EQUIPMENT CHECKLIST

18in alloy wheels	■
Front, side, curtain and knee airbags	■
Tyre pressure monitors	■
Cruise control and speed limiter	■
LED headlights	■
Heated sports memory seats	■
Comand Online multimedia with 8.4in colour screen, DAB, Bluetooth and reversing camera	■
AMG mechanical limited-slip differential	■
AMG active sports exhaust	£1000
Privacy glass	£265
Premium Package (inc. keyless go, extended Artico leather, Burmester audio, LED intelligent headlights and panoramic sunroof)	£2595
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

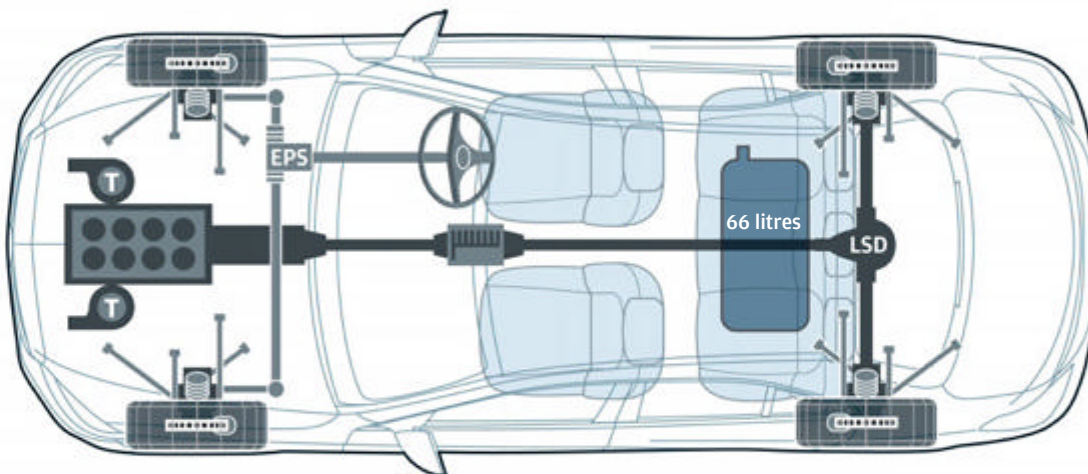
ENGINES	POWER	FROM
C63 saloon	469bhp	£60,060
C63 S saloon	503bhp	£66,730

TRANSMISSIONS

7-spd automatic ■

TECHNICAL LAYOUT

Longitudinal V8 has 90deg bank angle and twin turbos mounted inside the vee to save space and improve throttle response. Speedshift MCT gearbox mounts immediately on the back and uses two clutches in series rather than a torque converter. Body-in-white is a mix of steel and aluminium. Some panels are also aluminium. Weight distribution 54/46 front to rear.



ENGINE

Installation	Front, longitudinal, rear-wheel drive
Type	V8, 3982cc, twin-turbo, petrol
Made of	Aluminium block, zirconium alloy head
Bore/stroke	83.0mm/92.0mm
Compression ratio	10.5:1
Valve gear	4 per cyl
Power	469bhp at 5500-6250rpm
Torque	479lb ft at 1750-4500rpm
Redline	7000rpm
Power to weight	273bhp per tonne
Torque to weight	279lb ft per tonne
Specific output	118bhp per litre



CHASSIS & BODY

Construction	Steel and aluminium monocoque
Weight/as tested	1715/1825kg
Drag coefficient	na
Wheels	8.5Jx18in (f), 9.5Jx18in (r)
Tyres	245/40 R18 (f), 265/40 R18 (r), Continental ContiSportContact3
Spare	Repair kit

TRANSMISSION

Type	7-spd automatic
Ratios/1000rpm	1st 4.38/6.3 2nd 2.86/9.7 3rd 1.92/14.5 4th 1.37/20.3 5th 1.00/27.8 6th 0.82/33.9 7th 0.73/38.1 Final drive ratio 2.82

ECONOMY

TEST	Track	7.9mpg
	Touring	25.0mpg
	Average	19.4mpg
CLAIMED	Urban	26.2mpg
	Extra-urban	42.2mpg
	Combined	34.5mpg
	Tank size	66 litres
	Test range	282 miles

SUSPENSION

Front	Multi-link, coil springs, adaptive dampers, anti-roll bar
Rear	Multi-link, coil springs, adaptive dampers, anti-roll bar

STEERING

Type	Electro-mechanical, rack and pinion
Turns lock to lock	2.5
Turning circle	11.3m

BRAKES

Front	390mm ventilated discs
Rear	360mm ventilated discs
Anti-lock	Standard, with Brake Assist

CABIN NOISE

Idle	50dB
Max revs in third gear	77dB
30mph	63dB
50mph	67dB
70mph	71dB

SAFETY

ABS, ESP, EBD, Brake Assist, Collision Prevention Assist Plus	
Euro NCAP crash rating	5 stars
Adult occupant	92%
child occupant	84%
pedestrian	77%
safety assist	70%

EMISSIONS & TAX

CO ₂ emissions	192g/km
Tax at 20/40% pcm	£330/£661

ACCELERATION

MPH	TIME (sec)
0-30	2.1
0-40	2.8
0-50	3.6
0-60	4.4
0-70	5.5
0-80	6.7
0-90	8.0
0-100	9.7
0-110	11.5
0-120	13.6
0-130	16.0
0-140	19.3
0-150	23.0
0-160	-

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th	7th
20-40	1.7	2.9	-	-	-	-
30-50	1.5	2.2	3.4	-	-	-
40-60	1.6	2.2	3.1	4.6	7.1	-
50-70	-	2.2	3.1	4.5	5.9	7.5
60-80	-	2.3	3.2	4.5	5.9	7.1
70-90	-	2.5	3.2	4.7	6.0	7.2
80-100	-	-	3.2	4.8	6.3	7.4
90-110	-	-	3.4	5.0	6.7	8.1
100-120	-	-	3.9	5.2	7.2	8.7
110-130	-	-	4.5	5.4	7.7	9.6
120-140	-	-	-	5.8	8.3	-
130-150	-	-	-	6.6	-	-
140-160	-	-	-	-	-	-

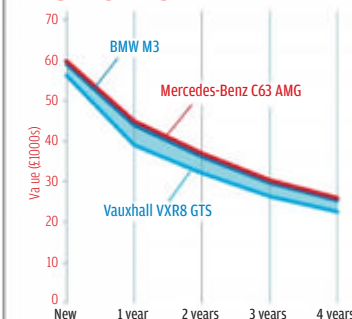
MAX SPEEDS IN GEAR

1	44mph 7000rpm
2	68mph 7000rpm
3	101mph 7000rpm
4	142mph 7000rpm
5	155mph 5578rpm
6	155mph 4574rpm
7	155mph* 4072rpm

* claimed

RPM in 7th at 70/80mph = 1839/2102

RESIDUALS



● Enough strength here to beat a BMW M3 automatic and, predictably, Vauxhall's VXR8 GTS. Impressive.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the C63, contact Mercedes-Benz UK Ltd, Tongwell, Milton Keynes MK15 8BA (01908 301115, mercedes.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Mercedes-AMG C63 saloon

AUTOCAR VERDICT ★★★★★☆

Masterwork V8 and honest, entertaining handling secure top-three ranking



The BMW M4 we tested and praised last year was a new-age turbocharged performance machine in every way. Lighter, leaner and quicker, its overwriting of its forerunner was unsentimentally rabid. The new C63, in contrast, feels more like a chip off the old block, which is criticism and praise rolled into one. Some old irritations remain: the ride harshness, the non-premium level of background noise and the car's tendency to drain its fuel tank in great gulps.

However, the C63's capacity for goading you into petrol-burning exuberance – a quality we still consider paramount in a 469bhp saloon – is undiminished. AMG's insistence that a ferociously quick-tempo V8 bassline remains at the heart of the experience pays off – as does the fitment of a gearbox and chassis designed to work harmoniously with it. In standard guise, that congruity puts it as near as damn it neck and neck with the leash-straining M4. Expect the S version to overhaul it.

TESTERS' NOTES



NIC CACKETT
Infotainment system has a digitised owner's manual; useful, but it doesn't give instructions to operate the Race Start launch control, which is quite involved. (See below.)



MATT SAUNDERS
You won't activate Race Start by mistake. First, it's a hard push on the brake pedal, then a simultaneous tug on both shift paddles, and then another paddle tweak to confirm. You also need Sport Handling selected, and the engine and gearbox to be warm.






SPEC ADVICE

For the first time, the UK gets an Edition 1, which has bespoke finishes and extra kit. It's £73,500 as a saloon and £74,700 as an estate. Among other things, all the aluminium brightwork is turned black to complement red accents on the bodywork.

JOB FOR THE FACELIFT

- Opt for better rubber. Those Continental R18s simply aren't up to snuff.
- Replace the black plastic on the centre stack and transmission tunnel. It's a dirt magnet.
- Give the car more visual aggression.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
JAGUAR					
Model	XFR	C63 saloon	M3 M-DCt	VXR8 GTS auto	RS4 Avant
Price	£65,450	£59,800	£59,090	£56,234	£56,595
Power	503bhp at 6000rpm	469bhp at 5500-6250rpm	425bhp at 5500-7300rpm	577bhp at 6150rpm	444bhp at 8250rpm
Torque	461lb ft at 2500rpm	479lb ft at 1750-4500rpm	406lb ft at 1850-5500rpm	546lb ft at 3850rpm	317lb ft at 4000rpm
0-60mph	4.9sec (claimed, to 62mph)	4.4sec	4.1sec (claimed, to 62mph)	4.2sec (claimed)	4.4sec
Top speed (claimed)	174mph	155mph (limited)	155mph (limited)	155mph (limited)	155mph (limited)
Fuel economy (combined)	24.4mpg	34.5mpg	34.0mpg	18.0mpg	26.4mpg
Kerb weight (claimed)	1875kg	1715kg	1635kg	1850kg	1795kg
CO₂/tax band	268g/km, 37%	192g/km, 33%	194g/km, 33%	373g/km, 37%	249g/km, 37%

Verdicts on every new car, p68

Age may have finally knocked half a star from the XFR's tally, but it's still the benchmark.
★★★★☆

AMG's reputation as an engine builder is reconfirmed. Car around it isn't bad either.
★★★★☆

Savagely quick and nicer to look at. But the C63's brand of fast comes with more charm.
★★★★☆

Big, brooding and ballistic, the GTS is something else. OPEC membership required, though.
★★★★☆

Starting to look both out of date and underpowered. Responsive V8 still great.
★★★★☆

LETTER OF THE WEEK

Vexed by tax

James Ruppert mentioned how the DVLA is upsetting motorists with its one full month rule on tax refunds and no partial refunds (Deals, 20 May).

By my reckoning, this means that every time a vehicle is bought and sold, the DVLA claims the same month's tax from both the old and new owner, unless the transaction takes place over midnight on the last night of a month.

If there are about 6.5 million used cars bought and sold each year in the UK, that could be 6.5 million extra months of tax.

I'm sure that if I tried to claim tax back on anything and then asked a friend also to claim my tax back, we wouldn't both get it.

Jeff Douglas

Newcastle upon Tyne



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

SOLD ON LOOKS

I'm glad to have read Matt Prior's column about concept cars (Tester's Notes, 20 May). I share his frustration about beautiful concept cars that could be built but rarely are. I agree with his observations on why some never make it but want to add my voice to his and remind car makers that 'design sells'.

Paul Bailey

via email

MODEL MOUTHFUL

Reading the Autocar issue of 20 May, I had to check the date to make sure it was not 1 April. In Our Cars, is the name of the Audi A6 really 'Audi A6 Avant 2.0 TDI Ultra S line S tronic'? Why not add 'EU6-compliant diesel' for good measure, Audi? Perhaps Autocar could investigate which car has the longest model name.

Raymond Winstanley

Fulwood, Sheffield

Bragging Rights

I have read that the Seat Leon ST Cupra is now the fastest production estate car around the Nürburgring. Would this give my cocker spaniel bragging rights over the Jones's greyhound once he officially becomes the fastest dog in the street?

Mick Morris

Farthinghoe, Northants

MILLE MEMORIES

Darren Moss's article about Stirling Moss winning the Mille Miglia (Rear View Mirror, 20 May) brought back memories.

It must have been so spectacular. Moss was 32 minutes ahead of Juan-Manual Fangio, his Mercedes-Benz team-mate, at the end. Both of them driving for 10 hours-plus at this level says volumes for their stamina.

I remember reading that Moss's navigator Denis Jenkinson (DSJ)



DSJ (in glasses) looks weary, unlike Moss

was mightily impressed when Moss, descending some pass or another, changed up from fourth to fifth and accelerated towards the next bend, which was already in sight.

In the photograph that accompanied your article, Moss looks quite calm compared with DSJ. It must have been tough going for DSJ concentrating on his roll of paper route notes.

Bryan Baker

Maldon, Essex

MILLE SMILES

Having been born on 6 May 1955, it was fantastic for me to read about the article published on that day detailing Sir Stirling Moss's Mille Miglia win. I celebrated my 60th by buying myself a Porsche 911 GTS and what a wonderful machine it is. I may never emulate the great Sir Stirling, but every time I drive my new pride and joy, I feel special.

John Sutherland

via email

YOU CALLED IT WRONG, GUYS

I've just read the comparison test that included the Range Rover Sport SVR and BMW X5 ('High Explosives', 20 May).

The X5 M is faster, cheaper and more economical. It has lower emissions and considerably more torque and it doesn't look like a commercial vehicle. So how on earth does the Range Rover score five stars and the BMW four stars?

AUTOCAR

What you're saying on autocar.co.uk

Fiat reveals Aegea compact saloon

They could call it the 500M (for medium).
xxxx

A bit Citroën Elysée at the front, a bit Skoda Rapid at the rear.

Green Lion

Fiat should scrap any plans for a medium car and concentrate on a Punto replacement.

Beastie_Boy

Much as I'd like Fiat to succeed and provide variety in the



automotive landscape, I don't think I'd put my money on it.

LP in Brighton

I like this. It's a shame that small/medium

saloons aren't all that popular in the UK.

TurtleGerald

A perfect candidate for a holiday rental.

Daniel Joseph



David has some ideas to make F1 safety car interventions fairer

NEXT WEEK

Inside the magazine – on sale 10 June

FIRST DRIVE



Ferrari 488 GTB Our verdict on Maranello's latest offering, complete with its turbo V8



FIRST DRIVE

Honda Civic Type R
How does the immensely powerful front-drive hatchback stack up?



MOTORSPORT

Nissan's Le Mans attack
Why it's heading to France with the year's craziest racing car

ROAD TEST



Audi RS3 Ingolstadt's mega-hatch faces the scrutiny of our road test experts

CONTENTS SUBJECT TO CHANGE

BMW X5 M beats the Range Rover Sport SVR, says **KI Gaulton**



Have you been taken in by the name 'Range Rover' and the social one-upmanship associated with the car?

KI Gaulton

via email

We report our assessments on the cars as we find them during the test. Our reasoning is laid out in the article – MB

COMPARE LIKE WITH LIKE

I read your road test of the hybrid Volkswagen Golf GTE (Autocar, 20 May). You say the Audi A3 e-tron is £2000 more expensive than the Golf GTE. However, the Audi includes the £1765 sat-nav as standard, which is an extra on the Golf GTE. You also say adaptive cruise control is standard on the Golf. It's a £575 extra on the A3 e-tron. In comparing prices, it's important the two cars have a similar specification.

David Towers

Nottingham

So the sat-nav on the Audi brings the price differential down to £235, but then the adaptive cruise control pushes it back up to £800. This is making my brain hurt – MB

MY PERFECT COMBO

Douglas Young believes that his Subaru Outback and Ford Focus ST is his perfect £15k-£20k combination (Your Views, 20 May). Well, each to their own and I currently have mine.

I have a Mazda MX-5 1.8 roadster coupé, a 63-reg Sport Graphite model picked up for £12.5k. It is wonderful to use every day, usually with the top down on the way home from work at the moment.

To supplement this, I have an old Toyota Land Cruiser for when more space is needed. It's a 1998 model, picked up four years ago for £3.5k, and has been completely reliable and a very reassuring companion, especially during any severe winter weather.

Martin Hilder

Amersham, Buckinghamshire

IT'S THE PITS

It seems totally unfair that the result of a grand prix can be decided by the actions of drivers not in contention, and in no way the fault of the leader(s).

Under the present system when a safety car has to be deployed, the lead car's advantage is totally lost.

How about this instead? When the safety car is deployed, the cars follow it as now. Anyone in the pits comes out as now, but no cars may enter the pits.

On the lap when the safety car is to be brought in, the cars line up at the start line. The first 10 cars are released at the intervals that existed between them at the end of the last lap before the incident, and the remaining cars are released together (as at the start).

David Seymour

via email



OUR CARS

A week in the life of Autocar's fleet

AUDI
A6 AVANT



Barnaby Jones

AUDI
TT



Stan Papior

CITROEN
C4 CACTUS



Lewis Kingston

FERRARI
FF



Steve Cropley

FORD
FOCUS



Tim Dickson

FORD
MONDEO



Luc Lacey

HYUNDAI
i20



Aaron Smith

KIA
SOUL EV



Hilton Holloway



Renault Mégane RS 275 Trophy

FIRST REPORT In the right spec – and this car is, we think, in the right spec – there is no better-handling front-drive car in production. But that ability comes with compromises. Liveable ones? We're about to find out

As back-to-back long-term test cars go, the comparison couldn't be better. I'm stepping from a Toyota GT86, which is near the end of its time with us, and into a Renault Mégane RS 275 Trophy, which has just arrived. It's a perfect twin test.

That's because little coupés such as the Toyota (or its Subaru BRZ equivalent) and hot hatchbacks like this Renault effectively do the same thing. They must be sensible commuter and everyday cars most of the time and then make you want to drive like your pants are on fire when the moment comes.

The GT86 and Renault Mégane RS are also the best of their respective breeds. We didn't name the Toyota

our best driver's car in 2012 without good reason, and the Mégane Trophy is the closest you can get to its limited-run, two-seat Trophy R sibling while retaining some usability.

Still, it takes some option ticking to get the Mégane even to that point. The Renaultsport version of this Volkswagen Golf-sector hatch is available in a couple of different forms: there's the regular 265, available at £25,930, but to make it a Trophy – and really you should – you have to spend £28,930.

You should do that not because it adds a load of convenience features but because it gets important things like an extra 10bhp (taking it to 271bhp), the Cup chassis (with stiffer springs/

This Renault satisfies via its ability to go bleedin' fast through the right set of corners

dampers/anti-roll bar and a limited-slip differential) and an Akrapovic titanium exhaust, which makes it sound superb.

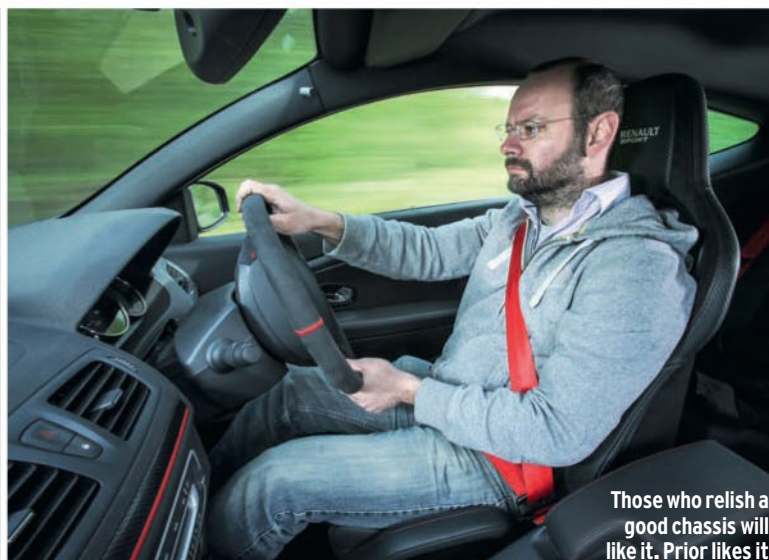
But you don't really want to stop there, either, because some of the loveliest things from the Trophy R are available a few box ticks further on again and are fitted to this car, taking it to £33,050. They include 19in Speedline alloy wheels and, more important still, the Michelin Pilot Sport Cup 2 tyres that adorn them. I recently spoke to some Michelin engineers who told me

that their motorsport programme improves road tyres so much that, just four years ago, the rubber compound of Cup 2 tyres was being raced in the Le Mans 24 Hours.

Finally, there's £2000 worth of Öhlins adjustable 'road and track' dampers, whose stiffness I haven't yet adjusted. I will, though, because first impressions of the Mégane are that it's a serious piece of kit. By which I mean that it's quite firm.

Where the Toyota feels affable and

LEXUS NX300H	MAZDA 2	PORSCHE PANAMERA	RANGE ROVER SPORT	RENAULT MEGANE RS	RENAULT TWINGO	SEAT LEON X	SKODA OCTAVIA	SUZUKI CELERIO	TOYOTA GT86	VOLKSWAGEN GOLF R	VOLVO V60
Mark Pearson	John McIlroy	John McIlroy	Steve Cropley	Matt Prior	Matthew Burrow	Mark Tisshaw	Matt Burt	Steve Cropley	Matt Prior	Allan Muir	Hilton Holloway



Those who relish a good chassis will like it. Prior likes it



'RS' badging is discreet but the driving experience screams 'Renaultsport' very loudly



Driving position isn't ideal but is forgotten when pressing on



STEERING

Always good but at its best when pressing on, when it rewards like no other current front-driver.



NOT TOO BRASH

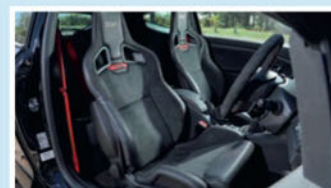
Mégane isn't too shouty. If you choose, you can make this the only reference to the fact it's a Trophy.



PERFORMANCE

Punchy 271bhp four-cylinder turbocharged engine has good response after a little low-end lag.

LOVE IT LOATHE IT



DRIVING POSITION

Recaro seats are good, but there are curious pedal actions and the wheel is too close to the dash for some.



NAVIGATION AND COMMS

Screen is touch-sensitive but a long way away. It has a rotary controller but the whole system is complicated.

playful, designed to give you a giggle at any opportunity, the Mégane feels rather more grown-up. The Toyota aims to bring a gentle smile to your face through its consistent steering, easy gearshift and playful handling. The Renault wants you to grit your teeth and satisfies via its ability to go bleedin' fast through the right set of corners. You can smile about it afterwards.

I don't think it's controversial to say, then, that it demands a few compromises in daily driving. Ford thinks as much, too. When it designs its Focus ST models, it aims for a spot somewhere between a Golf GTI (which is more usable still, if inert) and this Mégane (which is more alert and alive

and fizzes with intent but is pretty raw).

I don't mind that, because I'm happy to wait for the right moment to come along. The Renault makes you work harder and wait longer than the Toyota before delivering its hit.

In general driving, its ride is hard, the driving position doesn't suit me and the gearshift's obstructive nature is only matched by that of the entertainment and communication system. When the moment comes, though, the hit is brilliant. The Mégane steers superbly, weightily but with the best feel of any current front-driver. And it remains the best-handling front-drive car currently in production. It has exceptional tenacity and its throttle adjustability

is engaging like little else that is pulled rather than pushed.

So you have to use it hard to get your rewards, but that's okay. We put the Toyota through a few track tests during its time with us. We'll give the Renault a harder time still.

matt.prior@haymarket.com

Renault Mégane RS 275 Trophy

Price £28,930 **Price as tested** £33,050

Options Adjustable Öhlins dampers £2000, Michelin Pilot Sport Cup 2 tyres £1000, metallic paint £525, rear parking camera £350, electrically adjustable and heated door mirrors £150, emergency spare wheel £95, **Economy** 27.6mpg **Faults** None **Expenses** None

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HONDA



McLaren



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*autocar.co.uk/nextgenerationaward/terms for full terms and conditions



Suzuki Celerio

FIRST REPORT Former headline maker sets out to prove its long-term mechanical integrity and everyday appeal

No mystery about why we decided to add a Suzuki Celerio to our long-term test fleet. In extreme testing of early cars, we discovered that the brake pedal would fall to the floor just when you needed maximum retardation. It was serious but not as sinister as it sounds: a system designed to move pedals away from your ankles in a frontal crash was being over-zealous.

Luckily, cars hadn't reached customers. We liked the way Suzuki teams arrived at top speed to fix things (by beefing up a particularly important shear pin) so that the car was sorted in a week. And we liked that they still wanted us to test it, thus avoiding seeing a mostly blameless car needlessly tarred and feathered.

All of which is why I presented myself at the Heathrow Suzuki dealership several weeks ago to meet sales boss Daniel Bacchus and pick up a Celerio SZ3 Dualjet in a cheery shade of metallic blue. Bacchus ran me through the pre-driving procedure (straightforward) and pointed out that they'd need the car back at 2000 miles for a while-you-wait checkover, and pretty soon I was driving back to the office with the 998cc, 67bhp, normally aspirated three-cylinder engine running with eery smoothness, and me noticing how much extra road space there seemed to be around me.

The mileage is already up to 1130. I've started using the Celerio as default transport because (a) it's very frugal

and (b) it fits through every traffic gap and down every congested street. Better, despite the engine's apparently meagre power and torque outputs, it doesn't need to be revved especially hard to get easily off the mark (the 835kg kerb weight is one big reason) and it generally has a curious big-car/small-car feel. It even rides quite well on its 14in wheels with 65-section tyres.

As the few weeks have slipped by, I've noticed that the size and shape of this car are even better judged than I originally thought. The Celerio is a bit taller and a bit longer than a Volkswagen Up – but miles shorter than a Renault Clio or Ford Fiesta – so it performs perfectly well as a suburban four-seater and occasional transport for five.

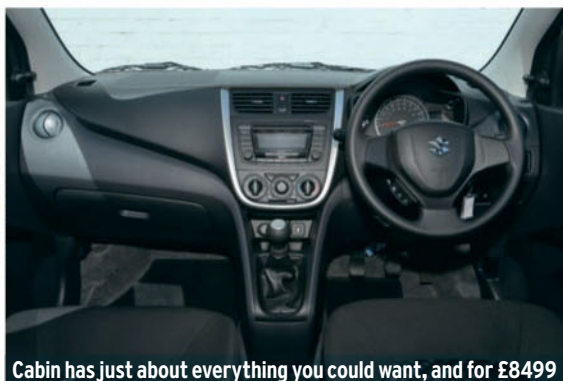
Two more pleasant findings. The first is spectacular economy. Aided by the Dualjet engine, a special version of the triple (£500 extra) with two injectors per cylinder, CO₂ output is cut from the usual 99g/km to a barely-there 88g/km. Our car's purveyors have already replaced the fuel computer software because the original system was capped at a 60mpg average, and if you drive with tolerable sympathy, you'll turn 65mpg any day. (Mind you, I'm still establishing whether the computer is entirely accurate.)

The second thing is price. We're in supermini buying mode at home, and everything seems to cost an uncomfortable 15 grand. But this Celerio SZ3 (which has everything you need – air-con, an excellent DAB radio, USB, very good phone connectivity – short of a decent nav system) starts at £7995, to which you add £500 for Dualjet and £430 for the nice metallic paint. The sum of £8929 is all you can pay, a satisfyingly economical price for an unashamed economy car.

steve.cropley@haymarket.com



Bacchus (on right) talks Cropley through the extra-frugal triple



Cabin has just about everything you could want, and for £8499

Suzuki Celerio SZ3 Dualjet

Price £8499 Price as tested £8929

Options Metallic paint £430 Economy 56.7mpg

Faults Fuel computer software replaced

Expenses None

PRE-OWNED

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WE HAVEN'T JUST MADE THE UK'S BEST SELLING
PLUG-IN VEHICLE. WE'VE MADE IT AN EVEN
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INTELLIGENT MOTION



NOW JUST £299 PER MONTH¹

Plus deposit and final payment.

The Mitsubishi Outlander PHEV is cutting costs across the country – and if you're quick, you can get hold of the UK's favourite plug-in hybrid for less than ever before.

We have a limited number of pre-owned Outlander PHEVs that are available now at under 10 months old and with less than 10,000 miles under their belts. They still deliver a staggering 148 mpg² and are still exempt from both road tax and the London Congestion Charge³. Make time for a test drive and find out how we can save you £1,000s.

We call this Intelligent Motion.

REPRESENTATIVE EXAMPLE: Mitsubishi Outlander PHEV GX4h

On The Road (OTR) Price	£29,000.00
Customer Deposit	£8,700.00
Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

**UP TO 32 MILES
ELECTRIC RANGE⁴**

**148 MILES
MPG²**

**510 MILE
COMBINED RANGE⁴**

**ULTRA LOW
CO₂ EMISSIONS⁵**

Make time for a test drive | Visit mitsubishi-cars.co.uk to find your nearest dealer.

1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi**, 116 Cockfosters Rd, Barnet, EN4 0DY. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available between 1st April to 26th June 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.

Audi TT

Mileage | 7661 A week spent in our TT evokes memories of the groundbreaking original

Tlast time I drove a TT, the Mk 1, was more than a decade ago. Then, it was a stylistic masterpiece that promised far more than its underwhelming Golf chassis could deliver. The latest TT is the opposite. Its looks, though sharper, are unexciting, yet it's hugely rewarding from behind the wheel. This, unlike the original, is a TT that's genuinely fun to drive.

The main reason is its agility. Turn-in is sharp, the steering – though not particularly communicative – is well weighted and the quattro chassis gives huge grip and a sense of security.

The engine is incredibly tractable, its linear power delivery perfectly matched to the S tronic transmission whose Auto and Sport modes are so well judged that you rarely need to shift manually.

Inside, the new model evokes the



Exquisitely detailed cabin is surprisingly practical, but visibility could be better



Linear power delivery suits S tronic 'box

original in a very good way. There's that same sense of being cocooned and it's lifted by details such as the LCD screens in the centre of each air vent. It's even practical. I transported a family of four, filled the boot at a Kent vineyard and even squeezed in a set of Ikea shelves.

It's not all good news, of course. Largely because of those vast alloy wheels, the ride is so uncomfortable you find yourself swapping Dynamic mode for Comfort – and this from someone who owned a Mitsubishi Evo for a year without complaint.

The interior is less like a black hole than that of the original TT, yet it's still frustrating that you can't see any of the car's extremities if you choose a vaguely sporty driving position. That useful hatchback is rather less appealing when you come out to the car on a wet morning, too, because it deposits the collected rain over the back seat.

Those wheels may contribute to the uncomfortable ride but damn, they look good. Although the TT's keeper assures me he occasionally attacks the car with a sponge, they are surely the choice of someone who rarely chooses to wash their car themselves.

alastair.clements@haymarket.com

Audi TT 2.0 TFSI quattro S line S tronic

Price £35,335 **Price as tested** £46,185

Economy 29.1mpg **Faults** Speaker rattle, flickering heated seat lights (fixed under warranty) **Expenses** Half a litre of oil £10

Last seen 6.5.15



Citroën C4 Cactus

Mileage 4254

One of the key aspects of the Citroën's appeal is its efficiency. My petrol Cactus, which is claimed to average 60.1mpg, returns around 45mpg. That's a real-world figure drawn not from the trip computer but from the litres of fuel burned.

Higher figures are easily achieved, too. Sister title What Car? regularly carries out its True MPG economy testing in which the Cactus has returned 50mpg. Either way, I don't have to spend much on fuel.

It made me wonder what benefit there might be in opting for the diesel

Cactus. The list price for my car is £17,290, while the BlueHdi 100 diesel is £800 more. It's claimed to average 83.1mpg, but returned only 60.1mpg during its True MPG trials.

Based on current prices, if you covered 10,000 miles a year, you'd pay around £1060 to fuel the petrol Cactus. Keeping the diesel brimmed would set you back £910. It's not a big difference.

However, the diesel Cactus is VED exempt, whereas the petrol will set you back £20 a year. The difference in their purchase prices still means that, as a private buyer, you'd have to drive the diesel version for almost five years before it began saving you money.

During that time, you'd also have to endure an engine that was gruff and unwilling, as well as potentially more expensive to maintain later down the line. Company car drivers might make a minor saving with the diesel, on fuel costs alone, but it'd be fractional at best and quite hard to justify.

The BlueHdi's 45-litre fuel tank is also smaller than the one in the petrol

Cactus. Its greater efficiency grants it a higher range of 600 miles, but that's only 50 miles more than the petrol. In short, it's no deal breaker.

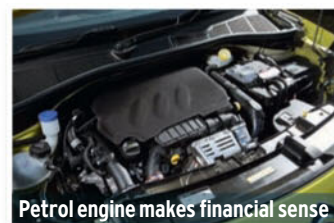
So if you're in doubt, opt for the petrol Cactus. For most buyers it will prove to be the best, both in terms of running costs and enjoyment. A win-win situation, without a doubt.

lewis.kingston@haymarket.com

Citroën C4 Cactus Flair PureTech 110 S&S

Price £17,290 **Price as tested** £19,060

Economy 44.3mpg **Faults** None **Expenses** None **Last seen** 6.5.15



Petrol engine makes financial sense

DEALS

Bargain new
and used motors



First-timer cars for under £1k

Which cars make sensible, cheap buys for young, newly qualified drivers? **James Ruppert** reveals all

A new study from an outfit called vouchercloud.com has revealed that Britons who pass their driving test hope to spend roughly £1784 on their first car altogether, yet when they take into consideration other costs such as fuel, tax and MOT tests, they're left with just £843 to spend. According to the poll, the majority say they're happier starting off with a cheaper car in case they have any accidents.

I'm not sure whether that is stating the blinking obvious or not, but the days of buying real rubbish as a first car are largely over. Right now, I know an alarming number of first-time drivers because my daughter is their age, and the emerging pattern is that the truly marginal cars are being avoided. That's

partly down to concerned parents and partly because older cars in younger hands are more expensive to insure.

So what are youngsters or, more accurately, their parents buying? I'll tell you. Renaults for a start. The Clio has become the default teenage runabout in my neck of the post-provisional-licence woods. Rebranding itself as the maker of the people's car for safety and then bolting in an ultra-frugal diesel engine is a winning combination. It also puts the insurance premium into the reasonable £1000 bracket. You can bag a 1.5 dCi from 2004 for £650, which isn't much at all for a funky little three-door.

Fiat Puntos are a constant, too. They have been for a decade or more and that's based on sheer value. A couple of



Clios are popular among young drivers

teens picked up what were apparently non-runners for pocket money, but after a bit of fettling, they were on the road. Head gaskets are a worry and electrical malfunctions are commonplace. If you don't want to take too many chances, then just £1000 gets a teen into a 2004 1.2 Active that looks almost new.

Another failsafe is the Ford Fiesta, which will never go out of fashion. There are lots about, parts are cheap and what

Youngsters love the Corsa's bad boy image, too, because it is only a noisy exhaust away from complete credibility



P64 James Rupert
Used car expert



P66 Mark Pearson
Deals expert



P68 Nic Cackett
Data expert

Puntos are cheap, but watch for head gaskets and electrics

BANGERNOMICS BEST BUYS



READER'S CAR: LEXUS GS300

Bradley Mitchell bought this Lexus GS300 for £1200 more than 16 months ago. It has covered 15,000 miles since and his costs have been minimal. "Since I've had it, I put four new tyres on it, serviced it, changed the gearbox oil and filter and fitted new brake pads all round," says Bradley. "Total cost for that lot is just shy of £900. It has passed two MOT tests with no advisories and I'm wondering if it will ever go wrong. It still feels solid, goes like stink and has absolutely no faults. Everything works."

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WHAT CAUGHT MY EYE THIS WEEK: POP-UP SHOWROOMS

Digital pop-up showrooms seem to be catching on, or popping up. There's not enough room to discuss it here, though, and often not enough room for used cars, either.



USED CAR DILEMMA: PEUGEOT BIPPER TEPEE

As much as the Mazda Bongo Friendee should be here, this is less narrow and more compact and van-like. Considering how basic and to the point the Peugeot is, I stupidly find the name a distraction. The boot is massive, though.

PREPOSTEROUS
MODEL NAME

BUT PRACTICAL



a wonderful introduction to spirited driving they are. Trouble is you don't get quite so much for your grand. There are some 2004 high-mileage 1.4s for that money and also some quite incredible low-mileage, fish face-generation, old-person-owner 1.25s.

Otherwise, it's Vauxhall Corsas, which are great little workers. Youngsters love the bad boy image, too, because they are only a noisy exhaust away from complete credibility.

Now, I haven't mentioned the classy Volkswagen Polos, or the slightly exciting Seat Ibizas. Briefly, then, I think a 2002 1.4 Ibiza Chill at less than £600 is the bargain of the year. They should stick that in their survey. It's much more useful to know.

V8 saloons for the price of a Qashqai

Nothing's as great as a big V8 – especially in a saloon that handles. The tyre-smoking fun starts at £15k, says **Mark Pearson**

1 Lexus IS-F (2008-2012)

You wouldn't bet on a Lexus IS to get your heart racing, but the IS-F is certainly worth a flutter.

For starters, its 414bhp 5.0-litre V8 engine is a thing of refined brutishness. It takes the IS-F from 0-62mph in just 4.8sec and on to a top speed of 168mph. An eight-speed automatic gearbox makes it all seem easy, and accurate steering

and an excellent chassis balance mean corners can be attacked with gusto. It is hugely enjoyable and highly exploitable.

It isn't quite a BMW M3 killer – it isn't as sharp and the ride is too fidgety – but it is a pretty good effort. It's also excellent value now. The fun starts from £17k, and it's a Lexus so it won't let you down.



2



BMW M3 (2007-2013)

Fast and surprisingly sophisticated, this fourth-generation M3 packs a mighty 414bhp 4.0-litre V8 under its bonnet.

Red-lined at a screaming 8300rpm, it sends its power through a six-speed manual or seven-speed M-DCt dual clutch automatic gearbox to the rear wheels via its clever M differential. Performance is colossal, with 0-62mph

in just 4.7sec. On road and track, it is fast and forgiving, with a wonderful chassis and exceptional balance. You can potter to the shops with the family or drift it for hours round a circuit with its pants on fire.

There are plenty around to choose from, too. Good ones start at £18k. Check for accident damage and insist on a full service history.

Mercedes-Benz C63 AMG (2008-2014)

Big, butch and bold, the C63 AMG roars into battle against the M3 with all the subtlety of a punch in the face.

It has a V8, too – a whopping 6.2-litre one pumping out 451bhp and 442lb ft. Drive to the rear is via a swift seven-speed 7G-Tronic automatic gearbox. The 0-62mph dash is over in just 4.5sec and 0-100mph takes a mere 10.3sec.

Add in responsive steering and entertaining handling and the C63 is a hoot. It's loud, brutish and fun, if not quite as polished as its rivals. There were Performance Pack options when new, too, which added composite brakes and a locking rear differential into the mix.

You can find one for £20k, but expect to spend a fortune on tyres and petrol.

3





FOR MORE
USED CAR
ADVICE VISIT
autocar.co.uk



4



Vauxhall VXR8 (2007-current)

The gloriously uncouth VXR8 comes from Down Under, where it began life as a Holden. Up front is a 412bhp 6.0-litre V8 that pumps its power through a six-speed manual gearbox (or a six-speed auto) to the rear wheels.

Performance is phenomenal, with 0-62mph in 4.8sec and a top speed of more than 170mph. It is large,

uncomplicated and blisteringly quick. It can be punted like a hooligan all day around a track. Yet it is also docile in town, spacious inside and reasonably comfortable. It even has a huge boot.

New, it cost half the price of a BMW M5 and offered similar performance. Buy one now from £15k, but put aside money for the fuel bills.

Jaguar XFR (2009-current)

It might not look as though it can eat BMW M5s for breakfast, but one drive in the XFR will convince you that it can.

It packs a supercharged 503bhp 5.0-litre V8, with drive sent to the rear wheels via a six-speed ZF automatic 'box. There's power in magnificent abundance. It'll accelerate from zero to 62mph in just 4.7sec and, more impressive, go from 50mph to 70mph in just 1.9sec.

A heavily tweaked chassis and an electronically controlled rear diff endow the XFR with quick steering, massive grip and composed but pleasingly chuckable handling. On top of that, it is cheaper, quieter and more comfortable than the M5, with a surprisingly supple ride. If that 'R' is for 'Racing', the 'F' must be for 'Finesse'.

Good ones can now be had from £20k.

5



NEW CARS A-Z

Autocar's star ratings explained

- Full road test on
autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★	1420s	133	155
1.4 T-Jet	★★★★★	1500	133	155
500 CONVERTIBLE 2dr open Open-top hot hatch: has a softer ride than the tin-top car	★★★★★	1420s	133	155
1.4 16v Turbo T-Jet	★★★★★	1600s	133	155
PUNTO EVO 3dr hatch Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★★	1420s	133	155
1.4 Turbo M'Air	★★★★★	1685T	161	142
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark	★★★★★	1420s	133	155
0.9 TB Twinair 105 Distinctive	★★★★★	16070	103	98
0.9 TB Twinair 105 Sprint	★★★★★	14870	103	99
0.9 TB Twinair 105 QV Line	★★★★★	16820	103	98
1.4 140 M'Air TCT Distinctive	★★★★★	17620	138	124
1.4 140 M'Air TCT QV Line	★★★★★	18370	138	124
1.4 140 M'Air Q'Verde	★★★★★	20210	168	139
1.3 JTDm 2.85 Sprint	★★★★★	15415	94	90
1.3 JTDm 2.85 Distinctive	★★★★★	16655	94	90
1.6 JTDm 2.120 Q'Verde S-S	★★★★★	17820	118	114
1.6 JTDm 2.120 QV Line	★★★★★	19570	118	114
GULETTA 5dr hatch Stylish, reawakening family hatch. A new era for Alfa	★★★★★	1420s	133	155
1.4 175 75s Excl. TCT	★★★★★	£25630	148	110
2.0 JTDm 175 Sportive Nav TCT	★★★★★	£27380	148	110
1.4 175 T20 Progression	★★★★★	£18240	118	149
1.4 175 T20 Distinctive	★★★★★	£19490	118	149
1.4 175 Multiair 170 Distinctive	★★★★★	£20990	168	134
1.4 175 Multiair 170 Excl.	★★★★★	£22740	168	134
1.4 175 Multiair 170 Excl. TCT	★★★★★	£24035	168	121
1.4 175 Multiair 170 Sportive Nav	★★★★★	£24490	168	134
1.4 175 Multiair 170 Excl. TCT	★★★★★	£25785	168	121
1.6 JTDm 105 Progression	★★★★★	£19170	103	114
1.6 JTDm 105 Distinctive	★★★★★	£20420	103	114
1.6 JTDm 105 Excl.	★★★★★	£22170	103	114
1.6 JTDm 105 Distinctive	★★★★★	£22470	148	110
2.0 JTDm 150 Sportive Nav	★★★★★	£25240	148	110
2.0 JTDm 150 Sportive Nav	★★★★★	£25240	148	110
4C 2dr coupé A singular statement: flawed, perhaps, but the best current Alfa by miles	★★★★★	£45000	237	-
1.75T	★★★★★	£45000	237	-
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3	★★★★★	1420s	133	155
3.0 S Biturbo	★★★★★	£51350	394	224
B3 4dr saloon Rapid, usable and cheaper alternative to an M3	★★★★★	1420s	133	155
3.0 S Biturbo	★★★★★	£50350	394	224
B3 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3.	★★★★★	1420s	133	155
3.0 S Biturbo	★★★★★	£56450	394	225
B3 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3.	★★★★★	1420s	133	155
3.0 S Biturbo	★★★★★	£51350	394	225
B5 4dr saloon Huge pace, but let down by unimpressive dynamics	★★★★★	171950	507	252
B5 Biturbo	★★★★★	£179500	507	252
B5 Biturbo	★★★★★	£179500	507	252
B5 TOURING 5dr estate Huge pace, but let down by unimpressive dynamics	★★★★★	171950	507	255
B5 Biturbo	★★★★★	£179500	507	255
B7 4dr saloon Makes sense on an autobahn but not for the UK	★★★★★	195850	500	282
4.4 V8 Switch-tronic	★★★★★	£98580	500	282
4.4 V8 Switch-tronic LWB	★★★★★	£98580	500	282
B7 4dr saloon Precision dynamics with added Alpina kudos and a great engine	★★★★★	195850	500	282
3.0 Biturbo	★★★★★	£46950	345	139
D5 4dr saloon Rapid, usable and cheaper alternative to an M5	★★★★★	155950	340	155
3.0 Bi-Turbo	★★★★★	£55950	340	155
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★★	£54950	345	-
3.0 XD3	★★★★★	£54950	345	-
ARIEL				
ATOM 4dr open Superbike fast track mentalism. As exhilarating as cars get	★★★★★	229321	245	-
245	★★★★★	£23419	300	-
ASTON MARTIN	★★★★★	1420s	133	155
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming	★★★★★	1420s	133	155
5.9 V12	★★★★★	£149995	500	355
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★	1420s	133	155
4.7 V8	★★★★★	£84995	409	299



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Official fuel consumption figures for the Audi A4 Saloon SE Technik 2.0 TDI 163PS manual in mpg (l/100km): Urban 51.4 (5.5), Extra Urban 68.9 (4.1), Combined 61.4 (4.6). CO₂ emissions: 120g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

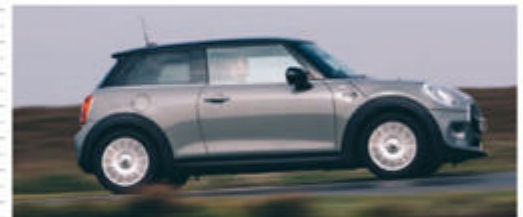
AUTOCAR TOP FIVES

Warm hatches



1 Ford Fiesta Zetec S Black

Gets the most powerful version of the 1.0 EcoBoost. Easier to live with than an ST and almost as much fun. ★★★★★



2 Mini Cooper

Forget the S; the three-pot Cooper is the best-value Mini money can buy. It's the best to drive, too. A great car. ★★★★★



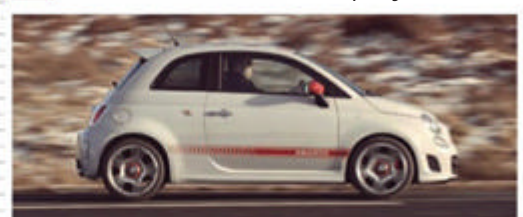
3 Suzuki Swift Sport

The cheap, pretty and chuckable Swift defines this category best. Fun cannot be had more cheaply than this. ★★★★★



4 Seat Ibiza FR

VW's latest four-pot gives the Ibiza genuine grunt. Shame the chassis it's connected to is less than compelling. ★★★★★



5 Fiat 500 Abarth

One of the cutest cars on sale is also pleasing to drive. The handling is keen, but the ride is a bit too firm. ★★★★★

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TDI 218 Black Edition	E42720	215	127	35
3.0 TDI 218 quattro Black Edn	E44480	215	138	40
3.0 TDI 218 quattro S line	E42305	215	133	39
3.0 TDI 218 quattro SE	E39855	215	133	39
3.0 TDI 272 quattro Black Edn	E46040	268	138	42
4.0 TFSI 450 S6	E56000	429	214	42
2.0 TDI 190 Ultra SE	E31955	187	113	32
2.0 TDI 190 Ultra S line	E34405	187	114	33
2.0 TDI 190 Ultra Black Edtn	E36580	187	119	33
3.0 TDI 218 SE	E38095	215	122	34
3.0 TDI 218 S line	E40545	215	122	35
3.0 TDI 272 quattro SE	E41415	268	133	41
3.0 TDI 272 quattro S line	E43865	268	133	41
3.0 TDI 320 quattro SE	E46125	316	159	43
A6 AVANT 5dr estate A capable stress buster. BitDi a giant killer. ★★★★★				
3.0 TDI 320 quattro Black Ed	E52860	316	169	44
3.0 TDI 320 quattro S line	E50575	316	164	43
3.0 TDI 218 Black Edition	E44720	215	130	35
3.0 TDI 218 quattro Black Edn	E46495	215	144	40
3.0 TDI 218 quattro S line	E43005	215	138	39
3.0 TDI 218 quattro SE	E41855	215	138	39
3.0 TDI 272 quattro Black Edn	E48055	268	144	42
4.0 TFSI 560 RS6	E77995	552	223	50
4.0 TFSI 450 S6	E58000	429	219	42
2.0 TDI 190 Ultra SE	E33955	187	118	32
2.0 TDI 190 Ultra S line	E36405	187	119	33
2.0 TDI 190 Ultra Black Edtn	E38580	187	124	33
3.0 TDI 218 SE E40095 215 125 34				
3.0 TDI 218 S line	E42545	215	125	35
3.0 TDI 272 quattro SE	E43415	268	138	41
3.0 TDI 272 quattro S line	E45865	268	138	41
3.0 TDI 320 quattro SE	E48125	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey. ★★★★★				
3.0 TDI 204 quattro	E43810	201	159	31
3.0 TDI 245 quattro	E45350	241	165	36
3.0 TDI 313 quattro	E50115	308	176	41
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and power. ★★★★★				
3.0 TFSI 333 quattro S line	E53000	328	176	44
3.0 TFSI 333 quattro Black Ed	E53550	328	176	44
3.0 TDI 218 Ultra SE Exec	E45875	215	122	37
3.0 TDI 218 Ultra S line	E48665	215	122	38
3.0 TDI 218 quattro SE Execut	E47630	215	136	41
3.0 TDI 218 quattro S line	E50425	215	136	41
3.0 TDI 218 quattro Black Edn	E52775	215	136	42
3.0 TDI 272 quattro SE Execut	E50215	268	136	43
3.0 TDI 272 quattro S line	E53005	268	136	43
3.0 TDI 272 quattro Black Edn	E53555	268	136	44
3.0 TDI 320 quattro S line	E56575	316	162	45
3.0 TDI 320 quattro Black Ed	E58925	316	162	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	E62185	247	155	46
2.0 TFSI 245 Hybrid	E64280	208	144	43
2.0 TFSI 245 Hybrid L	E68245	208	146	43
3.0 TFSI 310 quattro SE Exec	E64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	E67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	E76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	E79760	429	216	49
4.0 TFSI 520 S8	E80690	513	225	49
6.3 W12 500 quattro L	E98100	493	264	50
3.0 TDI 258 quattro SE	E59580	254	155	46
3.0 TDI 258 quattro SE L	E63545	254	158	46
3.0 TDI 258 quattro SE Exec L	E66150	247	158	46
3.0 TDI 258 quattro Sport Exe	E65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	E69750	254	158	47
4.2 TDI 385 quattro SE Exec	E72790	380	194	50
4.2 TDI 385 quattro SE Ex L	E76755	346	197	50
4.2 TDI 385 quattro Sport Exe	E76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	E80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 S line	E26625	138	137	20
1.4 TFSI 150 SE	E23875	138	137	20
2.0 TDI 140 quattro S II Plus	E32145	138	149	19
2.0 TDI 140 quattro S line	E29795	138	149	18
2.0 TDI 140 quattro SE	E27045	138	149	18
2.0 TDI 177 quattro S II Plus	E33085	178	143	21
2.0 TDI 177 S line	E29305	168	144	24
2.0 TDI 177 SE	E26555	168	144	23
2.0 TFSI 170 quattro S II Plus	E31840	168	174	24
2.0 TFSI 211 quattro S II Plus	E34765	208	179	28
2.0 TFSI 170 quattro SE	E26740	168	174	20
2.0 TFSI 170 quattro S line	E29490	168	174	20
2.0 TFSI 211 quattro SE	E29665	208	179	25
2.0 TFSI 211 quattro S line	E32415	208	179	25
2.5 TFSI RS	E43015	306	206	37
2.0 TDI 140 SE	E25600	138	137	18
2.0 TDI 140 S line	E28350	138	137	18
2.0 TDI 177 quattro SE	E27985	175	148	21
2.0 TDI 177 quattro S line E30735 175 148 21				
Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TFSI 180 quattro S line PI	E36270	178	174	29
2.0 TFSI 180 quattro SE	E31370	178	174	28
2.0 TFSI 180 quattro S line	E33770	178	174	29
2.0 TFSI 225 quattro SE	E32720	222	174	29
2.0 TFSI 225 quattro S line	E35120	222	174	29
2.0 TFSI 225 q'tro S line Plus	E37620	222	174	30
2.0 TDI 150 quattro SE	E31635	148	154	21
2.0 TDI 150 quattro S line	E34035	148	154	21
2.0 TDI 150 quattro S line Plu	E36535	148	154	22
2.0 TDI 177 quattro SE	E32610	175	154	24
2.0 TDI 177 quattro S line	E35010	175	154	25
2.0 TDI 177 q'tro S line Plus	E37510	175	154	25
3.0 TDI 245 quattro SE	E38370	241	169	33
3.0 TDI 245 quattro S line	E40770	241	169	34
3.0 TDI 245 q'tro S line Plus	E43270	241	169	34
3.0 TDI 313 S05	E44715	309	179	41
Q7 5dr 4x4 Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better. ★★★★★				
3.0 TDI 204 S line Plus	E51155	201	189	37
3.0 TDI 245 S line Plus	E52585	237	195	41
3.0 TDI 245 S line Sport Editi	E55585	237	195	41
3.0 TDI 245 S line Style Editi	E54085	237	195	41
4.2 TDI 340 S line Plus	E62220	335	242	47
4.2 TDI 340 S line Sport Editi	E65220	335	242	47
4.2 TDI 340 S line Style Editi	E67320	335	242	47
3.0 TDI 204 SE	E43895	201	189	35
3.0 TDI 204 S line	E46655	237	189	36
3.0 TDI 245 S line	E48085	237	195	40
4.2 TDI 340 S line	E57720	335	242	45
TT 2dr coupé TT finds its mojo at last. Drive experience now an equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	E29860	228	137	-
2.0 TFSI Sport quattro	E32785	228	149	-
2.0 TFSI S line	E32410	228	137	-
2.0 TFSI S line quattro	E35335	228	149	-
2.0 TDI ultra Sport	E29770	181	110	-
2.0 TDI ultra S line	E32320	181	110	-
TT ROADSTER 2dr open Heavier and wobbler, but still as competent as they come. ★★★★★				
2.0 TDI ultra 184 S line	E34505	181	114	36
2.0 TDI ultra 184 Sport	E31955	181	114	35
2.0 TFSI 230 quattro S line	E37555	228	154	39
2.0 TFSI 230 quattro Sport	E35005	228	154	38
2.0 TFSI 230 S line	E34595	228	140	38
2.0 TFSI 230 Sport	E32045	228	140	37
R8 2dr coupé Usable, but no less involving and dramatic for it. V10 is brutal. ★★★★★				
4.2 FSI 430 V8	E93735	424	332	50
5.2 FSI 525 V10	E114835	518	346	50
5.2 FSI 550 V10 Plus	E126835	543	346	50
R8 SPYDER 2dr open Great noise, and loses little of the coupe's poise. ★★★★★				
4.2 FSI 430 V8	E102385	424	337	50
5.2 FSI 525 V10	E123485	518	349	50
BAC MONO 2dr open An F-22 Raptor for the road. Only better built. ★★★★★				
Mono 2.3	E111168	280	-	-
BENTLEY CONTINENTAL GT 2dr coupé A brilliant Audi V8-inspired reboot. ★★★★★				
6.0 W12 GT Speed	E151100	616	338	50
4.0 V8	E123850	500	246	50
4.0 V8 S	E139000	521	246	50
6.0 W12	E136710	567	385	50
CONTINENTAL GT CONVERTIBLE 2dr open A brilliant Audi V8-inspired reboot. ★★★★★				
4.0 V8	E136250	500	254	50
4.0 V8 S	E152950	521	254	50
6.0 W12 Speed	E167900	616	347	50
MULSANNNE 4dr saloon Effortless and graceful. Great driving position. ★★★★★				
6.75 V8	E224700	506	393	-
FLYING SPUR 4dr saloon A genuine luxury saloon. Superb inside. As it should be. ★★★★★				
4.0 V8	E136000	500	254	50
6.0 W12	E140900	616	343	50
6.0 W12 Mulliner	E150220	616	343	50
BMW 13 5dr hatch Superb really, but pricey and not free from the usual electric car practicality issues. ★★★★★				
13 EV	E30980	168	0	21
13 EV Range Extender	E34130	168	13	21
1181 M Sport Measures up on space and comfort now. Still no 3 Series. ★★★★★				
1181 M Sport	E24390	215	137	22

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
320i M Sport	£30905	181	152	31
328i Luxury	£34305	242	159	36
328i M Sport	£34105	242	159	36
316d ES	£27575	114	123	20
316d SE	£28425	114	123	20
316d Sport	£28725	114	123	20
318d SE	£29675	141	123	24
318d Sport	£29975	141	123	24
318d Luxury	£32175	141	123	25
318d M Sport	£31975	141	123	25
320d SE	£30775	181	125	31
320d Luxury	£33275	181	125	32
320d M Sport	£33075	181	125	32
320d xDrive Sport	£32705	181	133	30
320d xDrive Luxury	£34905	181	133	31
320d xDrive M Sport	£34705	181	133	31
330d SE	£36105	255	135	38
330d Luxury	£38605	255	135	38
330d M Sport	£38405	255	135	38
330d xDrive Luxury	£40120	255	142	41
330d xDrive M Sport	£39920	255	142	41
3 SERIES GT 5dr hatch Hatchback practicality meets 3-Series talent. Duller but decent ★★★★★				
318d M Sport	£33525	141	122	25
318d SE	£31275	141	119	24
320i M Sport	£32155	181	156	31
320i SE	£29905	181	153	31
320i xDrive Luxury	£33405	181	164	31
320i xDrive M Sport	£33765	181	167	31
320i xDrive SE	£31405	181	164	31
320i xDrive Sport	£32405	181	164	31
328i SE	£33105	242	156	35
330d xDrive M Sport	£41470	258	143	41
320i Sport	£30905	181	153	31
320i Luxury	£31905	181	153	31
328i Sport	£34105	242	156	36
328i Luxury	£35105	242	156	36
328i M Sport	£35355	242	158	36
335i Luxury	£40560	302	188	38
335i M Sport	£40810	302	189	38
318d Sport	£32275	141	119	24
318d Luxury	£33275	141	119	24
320d SE	£32375	181	129	30
320d Sport	£33375	181	129	30
320d Luxury	£34375	181	129	30
320d M Sport	£34755	181	131	30
325d SE	£34305	215	134	34
325d Luxury	£36305	215	134	34
325d M Sport	£36555	215	137	34
330d SE	£37705	258	135	36
330d Luxury	£39705	258	135	40
330d M Sport	£39955	258	135	40
330d xDrive SE	£39220	258	142	40
330d xDrive Luxury	£41220	258	142	40
335d xDrive Luxury	£44120	313	148	42
335d xDrive M Sport	£44370	313	149	42
4 SERIES 2dr coupé More talented GT than brilliant B-road sterer. Very comely though ★★★★★				
420i M Sport	£40945	255	132	40
420i SE	£30125	181	144	30
420i Sport	£31625	181	144	30
420i Luxury	£32625	181	144	30
420i M Sport	£33125	181	147	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	159	30
420i xDrive Luxury	£34160	181	159	31
420i xDrive M Sport	£34660	181	162	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	154	33
428i Luxury	£36020	242	154	34
428i M Sport	£36520	242	156	34
435i Luxury	£41725	302	185	36
435i M Sport	£42365	302	189	36
M4	£57050	425	204	42
420d SE	£32495	181	124	29
420d Sport	£33995	181	124	30
420d Luxury	£34995	181	124	30
420d M Sport	£35495	181	127	30
420d xDrive SE	£33995	181	126	29
420d xDrive Sport	£35495	181	126	29
420d xDrive Luxury	£36495	181	126	29
420d xDrive M Sport	£36995	181	129	29
425d SE	£35430	215	131	33
425d Sport	£36930	215	131	34
425d Luxury	£37930	215	131	34
425d M Sport	£38430	215	135	34
430d Luxury	£40315	255	129	40
430d xDrive Luxury	£41945	255	137	40
430d xDrive M Sport	£42460	255	141	40
435d xDrive Luxury	£45245	308	143	41
435d xDrive M Sport	£45745	308	146	41
4 SERIES 2dr open A quality product to be sure, but some of the verve has gone with the roof ★★★★★				
420d Luxury	£39880	181	133	31
420d M Sport	£40380	181	138	31
420d SE	£37380	181	133	30
420d Sport	£38880	181	133	30
428i Luxury	£40220	242	159	36
428i M Sport	£40720	242	163	37
428i SE	£37720	242	159	36
428i Sport	£39220	242	159	36
430d M Sport	£45700	255	144	41
435i Luxury	£45680	302	190	39
435i M Sport	£46180	302	195	39
M4	£61145	425	213	45
430i M Sport	£34910	181	154	30
420i Sport	£36410	181	154	31
420i Luxury	£37410	181	154	31
435i M Sport	£37910	181	159	31
425d SE	£39240	218	138	34
425d Sport	£40740	218	138	34
425d Luxury	£41740	218	138	34
425d M Sport	£42255	218	142	35
430d Luxury	£45185	255	139	40
430d xDrive Luxury	£49100	308	151	42
430d xDrive M Sport	£49600	308	155	42
4 SERIES GRAN COUPE 4dr saloon A prettier 3-Series. Very good, but not better. ★★★★★				
420i M Sport	£35495	181	128	30
420d xDrive SE	£33995	181	129	29
420i SE	£30125	181	149	29
420i Sport	£31625	181	149	29
420i Luxury	£32625	181	149	29
420i M Sport	£33160	181	153	30
420i xDrive SE	£31660	181	161	30
420i xDrive Sport	£33160	181	161	30
420i xDrive Luxury	£34160	181	161	30
420i xDrive M Sport	£34660	181	164	31
428i SE	£33520	245	154	33
428i Sport	£35020	245	154	33
428i Luxury	£36020	245	154	34
428i M Sport	£36520	245	156	34
435i Luxury	£41865	306	189	36
435i M Sport	£42365	306	193	36
418d SE	£31695	141	121	23
418d Sport	£33195	141	121	24
418d Luxury	£34195	141	121	24
418d M Sport	£34695	141	124	24
420d SE	£32495	181	124	29
420d Sport	£33995	181	124	29
420d Luxury	£34995	181	124	30
420d xDrive Sport	£35495	181	129	30
420d xDrive Luxury	£36495	181	129	30
420d xDrive M Sport	£37125	181	133	30
430d Luxury	£40445	255	134	39
430d M Sport	£40945	255	138	40
430d xDrive Luxury	£41945	255	140	39
430d xDrive M Sport	£42460	255	144	40
435d xDrive M Sport	£45245	308	146	41
45745	308	149	41	
5 SERIES 4dr saloon No longer a handling benchmark. Superb interior ★★★★★				
530d Luxury	£44255	241	139	43
530i M Sport	£44740	302	179	42
520i SE	£33130	181	149	36
520i Luxury	£35965	181	154	37
520i M Sport	£35965	181	159	37
528i SE	£36695	242	142	40
528i Luxury	£39495	242	147	41
528i M Sport	£39530	242	152	41
535i Luxury	£44685	302	174	42
550i Luxury	£57610	402	199	46
550i M Sport	£57910	402	206	46
ActiveHybrid 5 SE	£47790	335	149	44
ActiveHybrid 5 Luxury	£48825	335	159	44
ActiveHybrid 5 M Sport	£50625	335	163	44
4.4 V8 M5	£73960	552	232	48
518d SE	£30865	141	114	30
518d Luxury	£33665	141	119	31
520d SE	£33665	181	124	31
520d Sport	£32365	181	114	33
520d Luxury	£35165	181	119	34
520d M Sport	£35165	181	124	34
525d SE	£36980	215	129	39
525d Luxury	£39910	215	134	40
525d M Sport	£39910	215	139	40
530d SE	£41455	241	134	43
530d M Sport	£44270	241	144	43
535d xDrive M Sport	£48920	308	143	45
535d M Sport	£48920	308	148	45
5 SERIES TOURING 5dr estate Great overall package. 520d the best. ★★★★★				
518d M Sport	£35865	141	127	31
530d Luxury	£46470	241	144	43
535d Luxury	£51120	308	149	45
535i M Sport	£46940	302	179	42
520i SE	£35365	181	157	36
520i M Sport	£38165	181	162	37
528i SE	£38895	242	149	40
528i M Sport	£41730	242	154	41
518d SE	£33065	141	122	30
518d Luxury	£35865	141	127	31
520d SE	£34565	181	122	33
520d Luxury	£37365	181	127	34
520d M Sport	£37365	181	127	34
525d SE	£39310	215	136	39
525d Luxury	£42125	215	141	40
525d M Sport	£42125	215	141	40
530d SE	£43655	241	139	43
530d M Sport	£46470	241	144	43
535d M Sport	£51120	308	149	45
5 SERIES GT 5dr hatch Fine cabin, but only seats four. Poor ride and steering ★★★★★				
530d SE	£46965	241	153	43
535i M Sport	£49460	302	192	44
535i M Sport	£50260	302	192	44
550i M Sport	£59510	402	214	46
550i M Sport	£60460	402	214	46
520d SE	£38045	181	144	33
520d M Sport	£40845	181	144	34
520d M Sport	£40845	181	144	34
530d Luxury	£49965	241	153	44
530d M Sport	£49765	241	153	44
535d M Sport	£51885	259	154	46
535d M Sport	£52685	259	154	46
6 SERIES GRAN COUPE 4dr saloon Back door provides a brilliant visual coupé ★★★★★</				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
DACIA				
SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable. ★★★★★				
0.9 Tce Ambiance	£7595	89	116	6
0.9 Tce Laureate	£8795	89	116	7
0.9 Tce Stepway Ambiance	£8395	89	124	7
0.9 Tce Stepway Laureate	£9995	89	124	8
1.2 Access	£5995	74	135	2
1.2 Ambiance	£6795	74	135	2
1.2 Laureate	£7995	74	135	2
1.5 dCi Ambiance	£8595	89	98	8
1.5 dCi Laureate	£9795	89	98	10
1.5 dCi Stepway Ambiance	£9395	89	105	10
1.5 dCi Stepway Laureate	£10995	89	105	11
LOGAN MCV 5dr estate Lacks its stablemates charm. Certainly retains the cheap. ★★★★★				
0.9 Ambiance	£8595	89	116	9
0.9 Laureate	£9795	89	116	11
1.2 Access	£6995	74	135	4
1.2 Ambiance	£7795	74	135	4
1.2 Laureate	£8995	74	135	5
1.5 dCi Ambiance	£9595	84	99	11
1.5 dCi Laureate	£10795	84	99	12
DUSTER 5dr 4x4 Cheap, but cheerfully robust. Surprisingly convincing presence. ★★★★★				
1.6 16v 105 Access 2WD	£9495	103	165	6
1.6 16v 105 Access 4WD	£11495	103	185	5
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 2WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10
FERRARI				
F12 2dr coupé Proper V12 Ferrari with serious exclusivity and appeal. ★★★★★				
6.3 V12	£239,352	730	350	50
FF 2dr coupé Four-door Ferrari estate has appeal but lacks classic DNA. ★★★★★				
6.3 V12	£227,077	651	360	50
CALIFORNIA 2dr open Sleek, comfortable and fast. A real improvement. ★★★★★				
4.3 V8	£152,086	483	270	50
3.9 V8 T	£154,490	552	250	50
458 2dr coupé The complete supercar. Calm ride, explosive performance. ★★★★★				
4.5 V8 Italia	£178,461	570	307	50
458 SPIDER 2dr open The complete supercar. Minus a V8. World-class head turner. ★★★★★				
4.5 V8	£198,906	570	275	50
FIAT				
PANDA 5dr hatch Cheap, practical and very nearly spot on. ★★★★★				
0.9 TwinAir 85 4x4 Antartica	£14,995	84	105	6
0.9 TwinAir 85 Trekking	£12,795	84	105	6
1.3 MultiJet 75 4x4 Antartica	£15,995	74	125	7
0.9 TwinAir 85 Easy	£11,095	84	99	7
0.9 TwinAir 85 Lounge	£11,595	84	99	7
0.9 TwinAir 85 4x4	£14,295	84	114	7
1.2 Pop	£9,095	68	120	3
1.2 Easy	£9,895	68	120	4
1.2 Lounge	£10,395	68	120	3
1.3 MultiJet 75 Pop	£11,295	74	104	7
1.3 MultiJet 75 Easy	£12,095	74	104	7
1.3 MultiJet 75 Lounge	£12,595	74	104	7
1.3 MultiJet 75 Trekking	£13,795	74	109	7
1.3 MultiJet 75 4x4	£15,295	74	125	7
500 3dr hatch Super desirable, cute city car. Pleasant, if not involving, to drive. ★★★★★				
0.9 TwinAir 105 60	£15,550	103	92	10
0.9 TwinAir 105 Lounge	£13,700	103	92	10
0.9 TwinAir 105 S	£13,850	103	92	10
0.9 TwinAir 85 60	£15,070	84	99	10
1.2 Colour Therapy	£11,220	68	113	9
1.2 60	£13,670	68	113	9
1.3 MultiJet 60	£16,070	94	114	9
0.9 TwinAir 85 Lounge	£13,220	84	92	10
0.9 TwinAir 85 S	£13,370	84	92	10
0.9 TwinAir 85 Colour Therapy	£14,220	84	99	10
0.9 TwinAir Cult	£14,720	84	99	10
0.9 TwinAir 105 Cult	£15,200	103	92	10
1.2 Pop	£10,420	68	113	5
1.2 Lounge	£11,820	68	113	6
1.2 S	£11,970	68	113	6
1.2 Cult	£13,320	68	113	9
1.4 T-Jet Abarth	£14,255	133	155	26
1.3 MultiJet Lounge	£14,220	94	97	15
1.3 MultiJet S	£14,370	94	97	14
1.3 MultiJet Cult	£15,720	94	97	14
FORD				
KA 3dr hatch An agile drive and energetic petrol engine. Wooden ride. ★★★★★				
1.2 Grand Prix III	£11,445	68	115	5
500 CONVERTIBLE 2dr open Desirable, cute city car. Cab a better drive than hatch. ★★★★★				
0.9 TwinAir 105 60	£18,170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16,500	103	92	15
0.9 TwinAir 105 S	£16,650	84	92	15
0.9 TwinAir 85 Colour Therapy	£14,970	84	92	15
0.9 TwinAir 85 60	£17,690	84	92	15
0.9 TwinAir 85 S	£16,170	84	92	15
1.2 Colour Therapy	£13,770	68	113	10
1.2 60	£16,490	68	113	10
1.2 S	£14,970	68	113	10
0.9 TwinAir 60	£18,890	94	97	18
1.3 MultiJet S	£17,370	94	97	18
1.4 16v Turbo T-Jet Abarth	£16,005	133	155	27
0.9 TwinAir 85 Lounge S-S	£15,900	84	92	15
0.9 TwinAir 85 Cult	£16,900	84	92	15
0.9 TwinAir 105 Cult	£17,500	103	92	15
1.2 Pop S-S	£13,420	68	113	9
1.2 Lounge S-S	£14,700	68	113	10
1.2 Cult	£15,700	68	113	10
1.3 MultiJet Lounge	£17,100	94	97	18
1.3 MultiJet Cult	£18,100	94	97	18
500S 5dr hatch Familiar styling works rather well as a crossover. Drives okay, too. ★★★★★				
1.4 MultiAir 140 Pop Star	£17,595	138	139	-
1.4 MultiAir 140 Lounge	£19,345	138	-	-
1.4 MultiAir 140 Cross	£18,595	138	-	-
1.4 MultiAir 140 Cross Plus	£20,345	138	-	-
1.3 MultiJet 95 Pop Star	£18,095	94	109	-
1.3 MultiJet 120 Pop Star	£19,095	118	-	-
1.6 MultiJet 120 Lounge	£20,845	118	-	-
1.6 MultiJet 120 Cross	£20,095	118	-	-
1.6 MultiJet 120 Cross Plus	£21,845	118	-	-
2.0 MultiJet 140 Cross AWD	£24,095	118	147	-
2.0 MultiJet 140 Cross Plus AWD	£25,845	118	147	-
500L 5dr mpv A costly option, but has the style to fill out some of its missing substance. ★★★★★				
1.4 95 Pop	£13,040	94	145	10
0.9 TwinAir Pop Star	£16,690	103	112	11
0.9 TwinAir Lounge	£18,090	103	112	11
0.9 TwinAir Trekking	£18,790	103	119	11
1.4 95 Pop Star	£15,200	94	145	10
1.4 95 Lounge	£16,600	94	145	10
1.4 95 Trekking	£17,300	94	149	8
1.4 120 Pop Star	£17,195	118	159	10
1.4 120 Lounge	£18,595	118	159	10
1.4 120 Trekking	£19,295	118	159	10
1.3 MultiJet 85 Pop Star	£16,690	83	110	9
1.3 MultiJet 85 Lounge	£18,090	83	110	9
1.3 MultiJet 85 Trekking	£18,790	83	114	7
1.6 MultiJet 105 Pop Star	£17,690	103	117	17
1.6 MultiJet 105 Lounge	£19,090	103	117	18
1.6 MultiJet 105 Trekking	£19,790	103	122	15
1.6 MultiJet 120 Pop Star	£18,190	118	120	17
1.6 MultiJet 120 Lounge	£19,590	118	120	17
1.6 MultiJet 120 Trekking	£20,290	118	120	17
500L MPV 5dr mpv As above but with seven seat flexibility in its more expensive format. ★★★★★				
1.6 MultiJet 120 Lounge 7st	£20,330	118	117	17
1.6 MultiJet 120 Pop Star 7st	£18,830	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17,330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18,830	103	112	11
1.4 95 Pop Star Sst	£15,840	94	145	9
1.4 95 Lounge Sst	£17,340	94	145	9
1.3 MultiJet 85 Pop Star 7st	£17,330	83	110	8
1.3 MultiJet 85 Lounge 7st	£18,830	83	110	9
1.6 MultiJet 105 Pop Star 7st	£18,330	103	117	17
1.6 MultiJet 105 Lounge 7st	£19,830	103	117	17
PUNTO 3dr hatch MultiAir tech improves appeal and economy. ★★★★★				
1.2 8v Easy	£11,275	68	126	6
1.2 8v GBT	£11,775	68	126	6
1.3 8v Pop	£10,175	68	126	6
1.3 8v MultiJet Easy	£13,775	85	90	13
1.4 8v Easy	£11,685	76	132	8
1.4 8v GBT	£12,185	76	132	8
1.3 8v MultiJet GBT	£14,275	85	90	13
PUNTO 5dr hatch MultiAir tech improves appeal and economy. ★★★★★				
1.2 8v Easy	£11,875	68	126	6
1.2 8v GBT	£12,375	68	126	6
1.2 8v Pop	£10,775	68	126	6
1.4 8v Easy	£12,285	76	132	8
1.4 8v GBT	£12,785	76	132	8
1.3 8v MultiJet Easy	£14,375	85	90	13
1.3 8v MultiJet GBT	£14,875	85	90	13
STUDIO CONNECT				
1.2 Studio Connect	£9,445	68	115	3
1.2 Studio	£8,945	68	115	3
1.2 Edge	£9,945	68	115	3
1.2 Zetec	£10,695	68	115	3
1.2 Titanium	£11,195	68	115	3
1.2 Metal	£11,445	68	115	5
B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above. ★★★★★				
1.0 EcoBoost 100 Zetec	£15,495	99	119	9
1.0 EcoBoost 100 Titanium	£16,695	99	119	10
1.0 EcoBoost 125 Zetec S-S	£16,095	118	99	13
1.0 EcoBoost 125 Titanium S-S	£17,295	118	99	13
1.0 EcoBoost 125 Titanium X	£18,495	118	99	13
1.4 90 Studio	£10,395	89	139	7
1.4 90 Zetec	£14,895	89	139	8
1.6 105 Zetec Powershift	£16,595	103	149	10
1.6 105 Titanium Powershift	£17,795	103	149	11
1.5 TDCi 75 Zetec	£16,295	74	109	8
1.6 TDCi 95 Zetec	£16,795	94	104	10
1.6 TDCi 95 Titanium	£17,995	94	104	11
FIESTA 3dr hatch Stylish and wonderfully engaging. The best supermini. ★★★★★				
1.6 105 Zetec Powershift	£14,845	103	138	12
1.0 80 Zetec S-S	£13,595	79	99	6
1.0 80 Titanium S-S	£14,595	79	99	7
1.0 100 EcoBoost Zetec S-S	£14,095	99	99	11
1.0 100 EcoBoost Titanium S-S	£15,095	99	99	11
1.0 100 EcoBoost Titanium X S-S	£16,295	99	99	11
1.0 125 EcoBoost Titanium S-S	£15,595	123	99	15
1.0 125 EcoBoost Titanium X S-S	£16,795	123	99	16
1.0 125 EcoBoost Zetec S-S	£15,645	123	99	15
1.25 60 Studio	£10,145	59	120	3
1.25 60 Style	£11,845	59	120	4
1.25 82 Style	£12,345	80	120	7
1.25 82 Zetec	£13,095	80	120	7
1.6 105 Titanium Powershift	£15,845	103	138	12
1.6 180 EcoBoost ST	£17,395	180	138	30
1.6 180 EcoBoost ST2	£18,395	180	138	30
1.6 180 EcoBoost ST3	£19,395	180	138	30
1.5 TDCi 75 Style	£13,845	74	98	8
1.5 TDCi 75 Zetec	£14,595	74	98	9
1.5 TDCi 75 Titanium	£15,595	74	98	9
1.6 TDCi 95 Style ECONetic S-S	£14,945	94	87	11
1.6 TDCi 95 Zetec ECONetic S-S	£15,495	94	87	12
1.6 TDCi 95 Zetec S	£16,145	94	95	12
1.6 TDCi 95 Titanium ECONetic	£16,495	94	87	12
1.6 TDCi 95 Titanium X	£17,295	94	95	13
FIESTA 5dr hatch Stylish and wonderfully engaging. The best supermini. ★★★★★				
1.25 82 Style	£12,945	80	120	7
1.6 105 Titanium Powershift	£16,445	103	138	12
1.6 105 Zetec Powershift	£15,445	103	138	12
1.0 80 Zetec S-S	£14,195	79	99	6
1.0 80 Titanium S-S	£15,195	79	99	7
1.0 100 EcoBoost Zetec S-S	£14,695	99	99	11
1.0 100 EcoBoost Titanium S-S	£15,695	99	99	11
1.0 100 EcoBoost Titanium X S-S	£16,895	99	99	11
1.0 125 EcoBoost Titanium S-S	£16,195	123	99	15
1.0 125 EcoBoost Titanium X S-S	£17,395	123	99	16
1.25 60 Style	£12,445	59	120	4
1.25 82 Zetec	£13,695	80	120	7
1.5 TDCi 75 Style	£14,445	74	98	8
1.5 TDCi 75 Zetec	£15,195	74	98	9

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.5T 150 Ecoboost Titanium X	£25395	148	143	20
1.6T 150 Ecoboost Titanium X	£25650	148	154	21
1.6T 150 Ecoboost Titan X ZWD	£25400	148	154	22
1.5T 150 Titanium X Sport	£28345	148	143	20
1.6T 182 Ecoboost Zetec	£25160	180	179	21
1.5T 182 Ecoboost Zetec AWD	£25160	180	179	21
1.6T 182 Ecoboost Titanium	£26810	180	179	22
1.5T 182 Ecoboost Titanium AWD	£26795	180	179	22
1.6T 182 Ecoboost Titanium X	£29560	180	179	23
1.5T 182 Ecoboost Titanium X A	£29560	180	179	23
1.5T 182 Ecoboost Titanium X Sport	£32495	180	179	24
2.0 TDCi 140 Zetec ZWD	£22400	138	139	20
2.0 TDCi 150 Zetec ZWD	£22695	148	122	20
2.0 TDCi 140 Zetec	£23900	138	154	21
2.0 TDCi 140 Titanium ZWD	£24050	138	139	21
2.0 TDCi 150 Titanium ZWD	£24345	148	122	21
2.0 TDCi 140 Titanium X ZWD	£26800	138	139	22
2.0 TDCi 150 Titanium X ZWD	£27095	148	122	22
2.0 TDCi 150 Titanium X Sport	£30045	148	122	23
2.0 TDCi 163 Titanium	£26050	138	154	22
2.0 TDCi 150 Zetec AWD	£24890	148	135	20
2.0 TDCi 163 Titanium X	£28195	138	154	24
2.0 TDCi 180 Titanium AWD	£26345	178	135	22
2.0 TDCi 180 Titanium X AWD	£29095	178	135	23
C-MAX 5dr mpv As fun to drive as it is easy to live with				
1.0T 100 Ecoboost Zetec S-S	£18150	99	117	10
1.0T 125 Ecoboost Zetec S-S	£18650	123	117	10
1.0T 100 Ecoboost Titanium S-S	£19650	99	117	10
1.0T 125 Ecoboost Titanium S-S	£20150	123	117	10
1.0T 125 Ecoboost Titanium X S-S	£21050	123	117	11
1.6 105 Zetec	£17655	103	149	11
1.6T 150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T 182 Ecoboost Titanium S-S	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium	£21725	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater				
1.0T 100 Ecoboost Zetec S-S	£19745	99	119	10
1.0T 125 Ecoboost Zetec S-S	£20245	123	119	10
1.0T 100 Ecoboost Titanium S-S	£21045	99	119	10
1.0T 125 Ecoboost Titanium S-S	£21545	123	119	10
1.0T 125 Ecoboost Titanium X S-S	£22545	99	119	11
1.6T 150 Ecoboost Titanium S-S	£22250	148	149	19
1.6T 182 Ecoboost Titanium X S-S	£22950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium	£25750	161	134	22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark				
1.6T 160 Ecoboost Zetec S-S	£23310	158	159	18
1.6 160 Eco Titanium S-S	£25060	158	159	19
2.0 203 Ecoboost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	17
1.6 TDCi 115 Eco Titanium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seat MPV. Easy to place on the road. Not cheap				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 160 Ecoboost Zetec S-S	£25670	158	167	18
1.6 160 Eco Titanium S-S	£27570	158	167	18
1.6 160 Eco Titanium S-S	£30070	158	167	18
2.0 203 Ecoboost Titanium auto	£29235	200	189	24
2.0 203 Ecoboost Titan X auto	£31735	200	189	24
1.6 TDCi 115 Zetec S-S	£26460	114	139	16
1.6 TDCi 115 Eco Titanium S-S	£28360	114	139	17
1.6 TDCi 115 Eco Tlt. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	20
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out charm to spare				
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini				
1.2 i-VTEC SE	£13395	98	123	14
1.2 i-VTEC SE-T	£14390	98	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	89	123	13
1.2 i-VTEC S A-C	£12545	89	123	13
1.2 i-VTEC S-T	£12690	89	123	13
1.2 i-VTEC S-T A-C	£13540	89	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	17
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance				
1.4 i-VTEC S	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	94	15
1.6 i-DTEC S	£18755	118	94	15
1.6 i-DTEC SE Plus	£20570	118	94	15
1.6 i-DTEC SE Plus-Nav	£21180	118	94	15
1.6 i-DTEC S-Nav	£19365	118	94	15
1.6 i-DTEC SR	£23140	118	94	16
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC SE Plus	£17635	140	137	13
1.8 i-VTEC SE Plus-Nav	£19565	99	145	14
1.8 i-VTEC S-Nav	£20175	99	145	14
1.8 i-VTEC SR	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-DTEC Sport	£20820	118	98	15
1.6 i-DTEC Sport-Nav	£21430	118	98	15
CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard				
1.6 i-DTEC EX Plus	£26140	118	103	16
1.6 i-DTEC S	£19755	118	99	15
1.6 i-DTEC SE Plus	£21570	118	99	15
1.6 i-DTEC SE Plus-Nav	£22180	118	99	15
1.6 i-DTEC S-Nav	£20365	118	99	15
1.6 i-DTEC SR	£24340	118	103	16
1.6 i-DTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£22175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27885	198	199	26
2.4 i-VTEC EX ADAS	£30285	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 ES	£28795	148	141	25
2.2 i-DTEC 150 ES ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29545	198	201	26
2.4 i-VTEC EX ADAS	£31945	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 ES	£30330	148	146	25
2.2 i-DTEC 150 ES ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition				
1.6 i-DTEC 120 SE-Nav ZWD	£26740	118	115	22
1.6 i-DTEC 120 SE-Nav ZWD	£24300	118	115	23
1.6 i-DTEC 120 SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22340	154	168	22
2.0 i-VTEC S-Nav ZWD	£23240	154	168	22
2.0 i-VTEC SE ZWD	£24510	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25680	154	168	22
2.0 i-VTEC SE	£25610	154	173	22
2.0 i-VTEC SE-Nav	£26780	154	173	22
2.0 i-VTEC SR	£28590	154	177	23
2.0 i-VTEC EX	£30435	154	177	23
2.0 i-VTEC EX	£23400	118	115	22
1.6 i-DTEC 120 S ZWD	£25570	118	115	22
1.6 i-DTEC 160 SE	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best.				
Mature drive, spacious cabin, low price				
1.0 S	£8595	65	108	1
1.0 S Air	£9260	65	108	1
1.0 SE	£9610	65	108	1
1.0 SE Blue Drive	£9910	65	98	1
1.0 Premium	£10310	65	108	1
1.2 SE	£10110	86	114	4
1.2 Premium	£10810	86	114	4
i20 5dr hatch Very good value hatch. Fun a byproduct; practically mostly spot on				
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	84	6
1.4 CRDi 90 SE	£14725	98	106	11
1.4 CRDi 90 Premium	£15725	98	106	12
1.4 CRDi 90 Premium SE	£16725	98	106	12
i30 3dr hatch As good as we've come to expect, but not one inch better				
1.6 120 Sport Nav	£18720	118	149	11
1.4 100 Class	£14			

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 98 2	E16805	99	143	8	110 2.2D County	E29550	120	295	28	3.0 V6 S	E63415	404	246	50	3.0 V6 S	E63415	404	246	50
1.6 GDI 133 2 ISG	E17595	128	124	12	110 2.2D XS S'Wagon	E33405	120	295	28	3.0D V6	E48830	271	158	50	3.0D V6	E48830	271	158	50
1.6 GDI 133 3 ISG	E19395	128	124	12	110 2.2D XS Utility Wagon	E32405	120	295	-	QUATTROPORTE 4dr saloon	Not quite as sophisticated as it might have been.	★★★★★			QUATTROPORTE 4dr saloon	Not quite as sophisticated as it might have been.	★★★★★		
1.6 GDI 134 3 ISG	E20600	128	137	13	DISCOVERY 5dr 4x4	The best compromise between off and on-road ability	★★★★★			3.0 V6 S	E80095	404	-	50	3.0 V6 S	E80095	404	-	50
1.6 GDI 137 Tech ISG	E22500	128	137	15	DISCOVERY 5dr 4x4	The best compromise between off and on-road ability	★★★★★			3.8 V8	E110000	523	274	50	3.8 V8	E110000	523	274	50
1.6 T-GDI 201 GT	E20700	201	171	29	3.0 SDV6 255 GS	E40005	252	213	39	3.0 V6 Diesel	E69230	271	163	50	3.0 V6 Diesel	E69230	271	163	50
1.6 T-GDI 201 GT Tech	E23400	201	171	29	3.0 SDV6 255 XS	E46865	252	213	40	GRANTURISMO 2dr coupé	Fantastic looks and soundtrack, average chassis	★★★★★			GRANTURISMO 2dr coupé	Fantastic looks and soundtrack, average chassis	★★★★★		
1.4 CRDI 89 I	E16095	89	109	6	DISCOVERY SPORT 5dr 4x4	Hugely alluring	★★★★★			4.2 V8	E82140	400	330	50	4.2 V8	E82140	400	330	50
1.6 CRDI 126 I ISG	E16695	126	97	12	compact seven-seater	★★★★★				4.7 V8 Sport	E90390	453	354	50	4.7 V8 Sport	E90390	453	354	50
1.6 CRDI 126 2 ISG	E18695	126	100	13	2.2 SD4 190 SE	E32395	188	162	28	4.7 V8 MC Stradale	E109995	453	337	50	4.7 V8 MC Stradale	E109995	453	337	50
1.6 CRDI 126 3 ISG	E20495	126	100	13	2.2 SD4 190 SE Tech	E33895	188	162	28	GRANCABRIO 2dr open	Fantastic looks and soundtrack, average chassis	★★★★★			GRANCABRIO 2dr open	Fantastic looks and soundtrack, average chassis	★★★★★		
1.6 CRDI 126 4 ISG	E22095	126	112	14	2.2 SD4 190 HSE	E37595	188	162	31	4.7 V8 Sport	E98200	433	354	50	4.7 V8 Sport	E98200	433	354	50
1.6 CRDI 126 4 Tech ISG	E23995	126	112	15	2.2 SD4 190 HSE Luxury	E41195	188	162	31	4.7 V8 Sport	E102615	453	337	50	4.7 V8 Sport	E102615	453	337	50
CEED 5dr estate	Another slightly bigger looker from Schreyer, but also forgettable	★★★★★			RANGE ROVER EVOQUE 3dr 4x4	A new class of desirability for the SUV	★★★★★			MAZDA					MAZDA				
1.4 98 VR7	E16400	99	148	8	2.2 e204 150 Pure Tech 2WD	E31205	148	129	29	2dr hatch	Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★★			2dr hatch	Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★★		
1.4 CRDI 89 I ISG	E17295	89	109	6	2.2 SD4 150 Pure Tech 4WD	E33505	188	149	33	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI 126 I ISG	E18095	126	116	12	2.2 SD4 150 Pure Tech 4WD	E33505	188	149	33	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI 126 2 ISG	E19695	126	116	13	2.2 SD4 150 Pure Tech 4WD	E33505	188	149	33	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI 126 3 ISG	E21495	126	116	13	2.2 SD4 150 Pure Tech 4WD	E33505	188	149	33	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI 126 4 ISG	E23295	126	116	14	2.2 SD4 150 Pure Tech 4WD	E33505	188	149	33	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI 126 4 Tech ISG	E25195	126	116	15	2.2 SD4 150 Pure Tech 4WD	E33505	188	149	33	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
PROCEED 3dr hatch	Another slightly smaller looker from Schreyer. Still not memorable	★★★★★			RANGE ROVER EVOCUE 5dr 4x4	A new class of desirability for the SUV	★★★★★			1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.4 98 VR7	E14900	133	143	10	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 GDI 133 S ISG	E17895	133	124	14	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 GDI 133 SE	E19905	133	137	15	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 GDI 133 SE DCT auto	E21205	133	140	14	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 T-GDI 201 GT	E20200	201	171	29	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 T-GDI 201 GT Tech	E22900	201	171	30	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI 126 S ISG	E18995	126	100	13	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI 126 3 ISG	E20995	126	112	13	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI 126 4 ISG	E23095	126	112	13	2.0 S14 240 Dynamic Lux 4WD	E46210	237	181	39	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
SOUL 5dr hatch	Looks divide opinion. Better value now, but still hardly the best option	★★★★★			5.0 V8 S Aubiography	E100350	503	299	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
EV 81kW	E29995	107	-	19	5.0 V8 S Aubiography LWB	E107950	503	299	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 GDI Start	E12800	130	158	9	3.0 TDV6 Vogue	E73950	254	196	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 GDI Connect	E15000	130	158	10	3.0 TDV6 Vogue SE	E80650	254	196	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 GDI Connect Plus	E16100	130	158	10	3.0 TDV6 Aubiography	E89650	254	196	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 GDI Mixx	E18350	130	170	11	3.0 SDV6 Hybrid Aubiography	E100350	335	169	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 GDI Maxx	E20150	130	170	11	4.4 SDV8 Vogue	E80850	308	229	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI Connect	E16600	126	132	9	4.4 SDV8 Vogue SE	E87550	308	229	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI Connect Plus	E17700	126	132	10	4.4 SDV8 Aubiography	E96550	308	229	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI Mixx	E19950	126	132	10	4.4 SDV8 Aubiography LWB	E104150	308	229	50	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.6 CRDI Maxx	E21750	126	132	11	RANGE ROVER SPORT 5dr 4x4	Just the right kind of dynamic twist. Brilliant	★★★★★			1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
OPTIMA 4dr saloon	Looks the part, but is well off the European saloon pace	★★★★★			5.0 V8 S Aubiography Dynamic	E82650	503	298	49	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.7 CRDI 2 ISG	E22895	134	128	17	3.0 SDV6 HSE	E61250	288	199	43	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.7 CRDI 1 ISG	E19995	134	128	17	3.0 SDV6 HSE Dynamic	E66250	288	199	43	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.7 CRDI 3 ISG	E25795	134	128	20	3.0 SDV6 Aubiography Dynamic	E76250	288	199	43	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
VENGA 5dr mpv	Versatile interior, but firm ride and high price disappoint	★★★★★			4.4 SDV8 Aubiography Dynamic	E82650	334	229	47	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.4 89 I ISG	E11995	89	130	8	LEXUS					1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.4 89 I Air ISG	E12795	89	130	8	CT 5dr hatch	Makes sense only as a company car. Not fun	★★★★★			1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.4 89 SR7 ISG	E13595	89	130	9	200h S	E21245	134	82	19	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110	-
1.4 89 2 ISG	E13895	89	130	9	200h SE	E22745	134	94	19	1.5 SE SE-L	E11995	74	110	-	1.5 SE SE-L	E11995	74	110</	

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E-CLASS CABRIOLET 2dr open Nice cabin, but ride isn't great. Six-pot engines best ★★★★★				
E200 AMG Line	£41805	181	146	42
E400 AMG Line Plus	£49590	329	185	48
E220 BlueTEC SE	£38465	168	127	41
E220 BlueTEC AMG Line	£41090	168	127	41
E250 CDI AMG Line	£44100	201	128	45
E350 BlueTEC AMG Line	£45810	228	154	48
S-CLASS 2dr coupé Heavyweight contender. Continental smothering luxury ★★★★★				
S500	£96190	449	207	50
S63 AMG	£125595	577	237	50
S65 AMG	£183065	621	279	50
S-CLASS 4dr saloon Still the best luxury car in the real world. Calm, advanced, rewarding ★★★★★				
S500 Plug-in Hybrid	£87965	436	65	50
S500 L AMG Line	£88395	449	207	50
S400 Hybrid L SE Line	£70900	328	147	49
S400 Hybrid L AMG Line	£74930	328	153	49
S600 L AMG Line	£140615	523	259	50
S63 AMG L	£119835	577	237	50
S65 AMG L	£179985	621	279	50
S300 BlueTEC Hybrid L AMG Line	£72260	204	120	49
S350 BlueTEC SE Line	£62905	254	146	49
S350 BlueTEC AMG Line	£67940	254	151	50
S350 BlueTEC L SE Line	£66910	254	148	50
S350 BlueTEC L AMG Line	£70940	254	154	50
CLS 4dr saloon Saloon-like practicality, coupe-like rewards ★★★★★				
400 AMG Line	£55850	328	170	50
63 AMG S	£86500	577	231	50
220 BlueTEC AMG Line	£46500	175	129	44
350 BlueTEC AMG Line	£49950	254	146	46
CLS 5dr shooting brake Saloon-like practicality, coupe-like rewards ★★★★★				
63 AMG S	£87000	577	231	50
220 BlueTEC AMG Line	£48000	175	129	44
350 BlueTEC AMG Line	£51400	254	162	47
GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive ★★★★★				
GLA250 AMG Line 4Matic	£31330	208	154	34
GLA45 AMG	£44510	354	175	34
GLA200 CDI Sport	£26265	134	119	25
GLA200 CDI 4Matic	£29150	134	119	25
GLA200 CDI AMG Line	£27210	134	119	25
GLA200 CDI 4Matic AMG Line	£30345	134	119	25
GLA220 CDI 4Matic	£30775	168	129	28
GLA220 CDI AMG Line 4Matic	£33715	168	129	28
M-CLASS 5dr 4x4 Roomy, quiet and well-appointed. A proper Merc SUV ★★★★★				
Mercedes SUV				
M350 BlueTEC SE Exec	£50180	254	189	43
M63 AMG	£86995	536	276	50
M250 BlueTEC SE Exec	£47340	201	165	38
M350 BlueTEC AMG Line	£50000	201	165	38
M250 BlueTEC AMG Line	£52840	254	189	43
G-CLASS 5dr 4x4 Massively expensive and compromised, but with character to spare ★★★★★				
G350 BlueTEC	£86435	208	295	50
G63 AMG	£129735	537	322	50
GL-CLASS 5dr 4x4 Decent on road and off despite its size. Nice cabin, too ★★★★★				
G500 BlueTEC AMG Sport	£60750	261	209	49
GL63 AMG	£92350	594	288	50
V-CLASS 5dr mpv Expensively appointed mini bus. With matching price tag ★★★★★				
V220 SE	£41845	161	149	9
V220 Sport	£44340	161	149	9
V220 Extra Long SE	£43380	161	149	9
V220 Extra Long Sport	£45875	161	149	9
V250 SE	£43515	161	157	9
V250 Sport	£46010	161	157	9
V250 Extra Long SE	£45050	161	157	9
V250 Extra Long Sport	£47545	161	157	9
SLK 2dr open Enthusiastic, neat handling and brisk all-weather roadster ★★★★★				
200 CGI BlueEFF Sport	£34750	181	158	41
250 CGI BlueEFF Sport	£38705	201	169	44
350 CGI BlueEFF Sport	£44605	302	167	45
SLK55 AMG	£55345	416	195	47
SLK250 CDI	£33150	201	132	42
SLK250 CDI AMG Sport	£37150	201	132	42
SL 2dr open Big, luxurious and classier than a royal stud farm. Merc at its best. ★★★★★				
SL400	£72500	329	178	50
SL500 AMG Sport	£81915	429	212	50
SL63 AMG	£112510	557	231	50
SL65 AMG	£116670	621	270	50
CL 2dr coupé Comfortable big coupe. More than that sports car ★★★★★				
CL500	£95545	429	227	50
CL63 AMG	£118885	536	244	50
CL65 AMG	£164840	621	334	50
AMG GT 2dr coupé Clever and handsome replacement for the SL. Different, but very good ★★★★★				
4.0 V8	£97195	456	216	50
4.0 V8 S	£110495	503	219	50
MG				
MG3 5dr hatch Neatly tuned and nicely styled super-mini. Flaws covered up by price ★★★★★				
1.5 3Tie	£8399	105	136	4
1.5 3Form	£9299	105	136	4
1.5 3Form Sport	£9549	105	136	4
1.5 3Style	£9999	105	136	4
MG6 4dr saloon Good dynamics and space. Poor finish and running costs ★★★★★				
1.8T Magnetite TSE	£19955	158	174	14
1.9 DTI Magnetite TSE	£22195	148	129	14
MG6 5dr hatch Good dynamics and space. Poor finish and running costs ★★★★★				
1.8 TCI GT S	£15455	158	174	13
1.8 TCI GT SE	£16955	158	174	13
1.8 TCI GT SE	£18955	158	174	13
1.9 DTI GT S	£16995	148	129	13
1.9 DTI GT SE	£18195	148	129	14
1.9 DTI GT TSE	£20195	148	129	14
MINI				
HATCH 3dr hatch Has matured very satisfyingly into its larger footprint. A real contender ★★★★★				
1.2 One	£13955	102	108	12
1.5 Cooper	£15505	134	105	18
2.0 S Cooper	£18840	189	133	26
1.5 D One	£15075	114	89	11
1.5 D Cooper	£16435	114	92	15
2.0 S Cooper	£19655	168	106	23
HATCH 5dr hatch Additional door hardly adds charm. Bottom line embellished nevertheless ★★★★★				
1.2 One	£14565	102	112	12
1.5 Cooper	£16105	134	109	18
2.0 S Cooper	£19440	189	136	26
1.5 D One	£15675	94	92	11
1.5 D Cooper	£17235	114	95	15
2.0 S Cooper	£20255	168	109	23
ONE CONVERTIBLE 2dr open Lots of style, but poor ride and refinement ★★★★★				
1.6	£16585	97	133	14
COOPER CONVERTIBLE 2dr open Lots of style, poor ride and refinement ★★★★★				
1.6	£18015	121	133	18
1.6 Highgate	£21175	121	133	20
1.6 T S	£21215	181	139	30
1.6 T S Highgate	£24245	181	139	32
1.6 T S John Cooper Works	£25460	208	157	36
1.6 D	£19095	110	105	19
1.6 Highgate	£22255	110	105	21
2.0 D	£21925	141	118	23
2.0 D Highgate	£24955	141	118	24
PACEMAN 3dr coupé Two-door Countryman a Mini too far for us. Tough to like ★★★★★				
1.6 Cooper	£19115	121	137	16
1.6 T Cooper S	£22485	181	139	30
1.6 T Cooper S ALL4	£23720	181	148	29
1.6 T John Cooper Works	£29575	208	165	34
1.6 T Cooper D ALL4	£21645	110	123	14
1.6 D Cooper D	£20375	110	115	15
2.0 D Cooper SD	£23235	141	119	20
2.0 D Cooper SD ALL4	£24535	141	126	19
COUNTRYMAN 5dr 4x4 Big, but still more funky than useful ★★★★★				
1.6 One 2WD	£17105	97	134	12
1.6 Cooper 2WD	£18625	120	137	16
1.6 T Cooper S	£22005	181	139	30
1.6 T Cooper S ALL4 4WD	£23240	181	148	28
1.6 T JCW	£28985	215	165	33
1.6 One 2WD	£18135	99	111	13
1.6 Cooper 2WD	£19885	110	111	18
1.6 Cooper ALL4 4WD	£22165	110	123	16
2.0 Cooper SD	£22755	141	119	20
2.0 D Cooper SD ALL4 4WD	£24055	141	126	20
MITSUBISHI				
I 5dr hatch Electric city transport. Fun, quirky but ludicrously expensive ★★★★★				
MIEV Keiko	£28554	63	0	27
MIRAGE 5dr hatch Straightforward hatchback. Not for the likes of us ★★★★★				
1.2 70 MIVEC 1	£9054	70	96	15
1.2 70 MIVEC 2	£11054	79	96	18
1.2 70 MIVEC 3	£12054	79	100	18
ASX 5dr 4x4 Engine sets a new standard, but otherwise unexceptional ★★★★★				
1.6 2 ZWD	£15184	115	137	13
1.6 3 ZWD	£17435	115	137	13
1.8 DID 3 ZWD	£19435	114	136	19
1.8 DID 4 ZWD	£24344	114	136	19
2.0 DID 4 ZWD auto	£24884	148	153	19
SHOGUN 5dr 4x4 Has its appeal. Needs more chassis finesse, but still charming ★★★★★				
3.2 Di-DC S62	£29289	197	213	32
3.2 Di-DC S63 auto	£34489	197	224	34
3.2 Di-DC S64 auto	£37489	197	224	34
OUTLANDER 5dr 4x4 Practical and efficient, although very ordinary inside ★★★★★				
2.0 PHEV GX3h	£33304	200	44	26
2.0 PHEV GX4h	£37954	200	44	27
2.0 PHEV GX4h	£40054	200	44	27
2.2 Di-D GX2 4WD	£23984	148	138	22
2.2 Di-D GX3 4WD	£26784	148	140	23
2.2 Di-D GX4 4WD	£30684	148	140	24
MORGAN				
3 WHEELER 8dr open Eccentric, uniquely English and not a little special ★★★★★				
1.9 115 Sport	£31140	115	215	1
1.9 115 Bespoke	£34000	115	-	-
1.9 115 Superspy	£34995	115	-	-
AERO SUPERSPORTS 2dr open Has pace and kerbside status, but pricey ★★★★★				
4.8 V8	£126900	390	269	1
4.8 2dr open Has its appeal, but not so rewarding to drive ★★★★★				
1.6	£31500	110	-	-
PLUS 4 2dr open Has its appeal. Needs more chassis finesse, but still charming ★★★★★				
2.0 2 Seater	£35400	145	172	1
2.0 4 Seater	£40200	145	172	1
ROADSTER 2dr open More advanced, but pricey and needs better brakes ★★★★★				
3.7 V6 4 Seater	£51000	280	-	-
3.7 V6	£45900	280	-	-
PURUS EIGHT 2dr open Old V8 charm lives on, but requires oodles of cash ★★★★★				
4.8 V8	£85200	367	-	-
NISSAN				
MICRA 5dr hatch Low running costs but below average overall ★★★★★				
1.2 Visia	£10295	79	115	6
1.2 Acenta	£11945	79	115	7
1.2 Tekna	£13345	79	115	7
1.2 DIG-S Visia	£12045	97	95	10
1.2 DIG-S Acenta	£13045	97	99	10
1.2 DIG-S Tekna	£14445	97	99	11
JUKE 5dr hatch High-riding, funky hatch is a compelling package. High CO2 ★★★★★				
1.2 DIG-T Acenta	£15320	114	129	12
1.2 DIG-T Acenta Premium	£16470	114	129	12
1.2 DIG-T Tekna	£17670	114	129	12
1.6 Visia	£13420	93	138	12
1.6 DIG-T 190 Acenta Premium	£17900	188	159	21
1.6 DIG-T 190 Tekna	£19100	188	159	21
1.6 DIG-T 200 Nismo	£21650	197	159	21
1.5 dCi Visia	£15320	109	104	13
1.5 dCi Acenta	£16715	109	104	13
1.5 dCi Acenta Premium	£17865	109	104	13
1.5 dCi Tekna				
NOTE 5dr hatch It lacks a bit of verve, but objectively the Note is entirely fit for purpose ★★★★★				
1.2 Visia	£12130	78	109	6
1.2 Acenta	£13525	78	109	6
1.2 Acenta Premium	£14425	78	109	6
1.2 DIG-S Acenta	£14625	97	99	10
1.2 DIG-S Acenta Premium	£15525	97	99	10
1.2 DIG-S Tekna	£16230	97	99	10
1.5 dCi Visia	£14130	89	92	8
1.5 dCi Acenta	£15525	89	92	8
1.5 dCi Acenta Premium	£16425	89	92	9
1.5 dCi Tekna	£17130	89	92	9
LEAF 5dr hatch Comfortable electric car with 100 mile range ★★★★★				
80kw Tekna	£30590	107	0	24
80kw Visia	£26490	107	0	23
80kw Acenta	£27590	107	0	23
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that ★★★★★				
1.2 DIG-T 115 Visia	£15995	114	117	10
1.2 DIG-T 115 Acenta	£17645	114	117	10
1.2 DIG-T 115 n-Tec	£18995	114	117	10
1.2 DIG-T 115 Tekna	£20345	114	117	10
1.5 dCi 110 Visia	£17595	99	94	11
1.5 dCi 110 Acenta	£19245	99	94	11
1.5 dCi 110 n-Tec	£20595	99	94	11
1.5 dCi 110 Tekna	£21945	99	94	11
QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat ★★★★★				
1.6 DIG 130 Tekna 4WD	£28500	128	115	19
1.2 DIG-T 115 Visia	£18265	113	129	17
1.2 DIG-T 115 Acenta	£19850	113	129	14
1.2 DIG-T 115 n-Tec	£21700	113	129	

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TSI 105 SE DSG	£14185	104	124	12
1.2 TSI 105 FR	£14190	104	119	12
1.2 TSI 105 FR DSG	£15285	104	124	12
1.4 TSI 140 ACT FR	£15495	138	109	21
1.4 TSI 140 ACT FR Edition	£16110	138	109	22
1.4 TSI 180 Cupra DSG	£18980	178	139	27
1.2 TDI 75 S A-C	£13305	74	102	7
1.2 TDI 75 S A-C Ecomotive	£13830	74	92	7
1.2 TDI 75 SE Ecomotive	£14360	74	92	7
1.6 TDI 105 SE	£14910	104	112	14
1.6 TDI 105 FR	£15910	104	112	14
2.0 TDI 143 FR	£17085	141	123	22
IBIZA 5dr hatch				
Sharp looks and handling. Cupra needs a manual	★★★★☆			
1.4 85 SE	£11960	69	125	5
1.4 85 SE	£13095	84	139	9
1.4 85 SE	£13420	84	139	11
1.2 TSI 105 SE DSG	£14735	104	124	12
1.2 TSI 105 FR	£14740	104	119	12
1.2 TSI 105 FR DSG	£15835	104	124	12
1.4 TSI 140 ACT FR	£16645	138	109	21
1.4 TSI 140 ACT FR Edition	£16640	138	109	22
1.2 TDI 75 S A-C	£13855	74	102	7
1.2 TDI 75 S A-C Ecomotive	£14380	74	92	7
1.2 TDI 75 SE Ecomotive	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 FR	£16460	104	112	14
2.0 TDI 143 FR	£17635	141	123	22
IBIZA 5dr estate				
Rivals a more practical but Ibiza is fun	★★★★☆			
1.2 70 S A-C	£12660	69	128	5
1.4 85 SE	£13795	84	139	9
1.4 85 SE	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16745	138	109	21
1.2 TDI 75 S A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
TOLEDO 5dr hatch				
Makes practical sense, but leaves no other lasting impression	★★★★☆			
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI CR S Ecomotive	£17150	104	104	15
1.6 TDI CR S Ecomotive	£18370	104	106	15
LEON 3dr hatch				
Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 140 FR	£19265	138	118	18
1.8 TSI 180 FR	£20740	178	157	23
2.0 TSI 265 Cupra	£25960	261	134	32
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch				
Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 140 FR	£19565	138	118	18
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
LEON 5dr estate				
Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆			
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
ALTEA 5dr hatch				
Short on interior flexibility and visibility. Well-judged drive	★★★★☆			
1.6 TDI 105 i-Tech Ecomotive	£19345	103	119	14
2.0 TDI 140 i-Tech	£20145	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotive	£20065	103	119	13
XL 2.0 TDI 140 i-Tech	£20865	138	129	19
ALHAMBRA 5dr mpv				
Practical, refined and good value. Not exciting	★★★★☆			
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-Tech	£28630	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
SKODA				
CTIGO 3dr hatch				
The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8210	59	105	1
1.0 60 SE	£9060	59	105	1
1.0 60 Monte Carlo	£10590	59	105	2
1.0 60 GreenTech SE	£9420	59	95	1
1.0 60 GreenTech Eleg.	£10000	59	95	1
1.75 GreenTech Eleg.	£10390	74	98	2
CTIGO 5dr hatch				
The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8560	59	105	1
1.0 60 SE	£9410	59	105	1
1.0 60 Monte Carlo	£10940	59	105	2
1.0 60 GreenTech SE	£9770	59	95	1
1.0 60 GreenTech Eleg.	£10350	59	95	1
1.75 GreenTech Eleg.	£10740	74	98	2
FABIA 5dr hatch				
Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 60 S	£10600	59	106	-
1.0 75 S	£11460	74	108	-
1.2 75 SE	£12760	74	108	-
1.2 75 SE L	£13610	74	108	-
1.2 90 SE	£13390	89	107	-
1.2 90 SE L	£14240	89	107	-
1.2 110 DSG S	£13740	108	109	-
1.2 110 SE	£14040	108	110	-
1.2 110 SE L	£14890	108	110	-
1.4 TDI 90 S	£14090	89	88	-
1.4 TDI 90 SE	£15390	89	88	-
1.4 TDI 90 SE L	£16240	89	88	-
1.4 TDI 105 SE L	£16840	104	90	-
FABIA 5dr estate				
Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13905	74	109	3
1.2 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	110	13
1.2 TSI 110 SE	£15185	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14535	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.2 TSI 105 SE L	£17985	104	112	14
1.4 TDI 90 S	£15090	89	89	10
1.4 TDI 90 SE	£16535	89	89	10
1.4 TDI 90 SE L	£17385	89	89	11
RAPID 5dr hatch				
Slender five-door hatch makes most sense under a Skoda badge	★★★★☆			
1.6 TDI 105 S	£11745	103	114	16
1.6 TDI 105 Eleg.	£17555	103	114	13
1.6 TDI 90 GreenLine	£17815	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17805	103	104	13
1.6 TDI 90 GreenTech SE	£17055	103	104	13
1.6 TDI 90 S	£15855	103	114	13
1.6 TDI 90 SE	£16805	103	114	13
1.2 TSI 86 S	£13190	74	137	7
1.2 TSI 86 S	£13980	84	119	10
1.2 TSI 86 SE	£14930	84	119	10
1.2 TSI 86 GreenTech S	£14230	84	114	10
1.2 TSI 86 GreenTech SE	£15180	84	114	10
1.2 TSI 105 SE	£15630	104	125	13
1.2 TSI 105 Eleg.	£16380	104	125	13
1.2 TSI 105 GreenTech SE	£15880	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13
1.2 TSI 105 Sport	£15630	104	125	15
1.4 TSI 122 SE DSG	£17425	120	134	16
1.4 TSI 122 Eleg. DSG	£18175	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18
1.4 TSI 122 GreenTech Eleg.	£17545	120	127	18
1.6 TDI 105 S	£16430	103	114	16
1.6 TDI 105 SE	£17380	103	114	15
1.6 TDI 105 Eleg.	£18130	103	114	15
1.6 TDI 105 GreenTech SE	£17630	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15
RAPID 5dr estate				
Estate shape makes most sense of Rapid's skinny body	★★★★☆			
1.2 TSI 105 Eleg.	£12640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14590	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14340	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G'tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16790	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17195	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16140	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch				
Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.2 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26915	178	141	25
2.0 TSI 220 vRS	£24100	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20515	108	85	15
1.6 TDI 110 SE Business GreenL	£20365	108	85	19
2.0 TDI 150 SE	£20825	148	106	19
2.0 TDI 150 SE Business	£20675	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	22
2.0 TDI 150 Laurin & Klement	£26755	148	106	22
2.0 TDI 184 vRS	£24365	181	119	26
OCTAVIA 5dr estate				
Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21320	108	85	15
1.6 TDI 110 SE Business C'line	£21170	108	85	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23080	148	124	19
2.0 TDI 150 SE Business	£21			

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.0 VTI-I Icon	E13345	68	99	5	1.2i 16v VVT ecoFLEX SE AC	E12325	95	118	10	1.6 CDTi 110 ecoFLEX Elite S-S	E24190	108	97	14	1.8i 140 Tech Line	E20195	138	169	14	1.6 TDI 105 S	E19800	103	99	12
1.33 VTI-I Icon	E14095	98	114	10	ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★★★★★				1.6 CDTi 110 eFLEX Design S-S	E18755	108	97	14	1.8i 140 Exclusiv	E22420	138	169	14	1.6 TDI 105 Match	E19035	103	99	12
1.33 VTI-I Sport	E14995	98	119	10						1.6 CDTi 110 eFLEX SRI S-S	E22755	108	97	14	1.6 CDTi 136 Tech Line	E23315	134	109	16	2.0 TDI 150 Match	E22250	148	106	18
1.33 VTI-I Excel	E15695	98	119	10	1.0 S-5 Jam	E13455	113	114	3	1.6 CDTi 140 Design Nav	E19734	138	131	15	1.6 CDTi 136 Exclusiv	E25540	134	109	16	2.0 TDI 150 GT	E23700	148	106	17
1.5 VTI-I Hybrid Icon	E16195	98	75	10	1.0 S-5 Glam	E14850	113	114	3	1.6 CDTi 136 ecoFLEX Elite S-S	E24785	134	104	14	1.6 CDTi 136 SE	E26935	134	109	16	2.0 TDI 184 GTD	E26015	181	109	26
1.5 VTI-I Hybrid Excel	E17695	98	82	11	1.0 S-5 Slam	E15350	113	114	3	1.6 CDTi 136 eFLEX Design S-S	E19350	134	104	14	2.0 CDTi 130 ES	E23115	129	137	15	GOLF 5dr hatch The complete package. Reassuringly expensive	★★★★★			
1.4 D-40 Icon	E15595	98	99	11	1.0 S-5 Rocks Air	E16695	113	119	3	1.6 CDTi 136 eFLEX SRI S-S	E23350	134	104	14	2.0 CDTi 130 Tech Line	E21900	129	137	15	1.6 TDI 90 S	E19650	89	98	10
AURIS 5dr hatch Disappointingly average. There are many better rivals	★★★★★				1.2 Jam	E11455	69	124	3	1.6i VVT 115 Design	E17080	114	149	12	2.0 CDTi 130 Exclusiv	E24125	129	137	15	2.0 TSI 300 R	E30805	296	165	34
1.33 VTI-I Active	E14945	99	125	7	1.2 Jam S-S	E12850	69	124	3	1.6i VVT 115 Elite	E22260	118	149	12	2.0 CDTi 130 SRI	E25475	129	137	15	e-Golf 115 BEV	E31145	114	0	15
1.33 VTI-I Icon	E17645	99	125	8	1.2 Glam	E13145	69	118	3	1.6i VVT Tech Line	E18470	114	149	12	2.0 CDTi 130 Elite	E27020	129	137	15	1.2 TSI 85 S	E17830	84	113	7
1.6 V-matic Icon	E17995	130	138	14	1.2 Glam S-S	E13350	69	124	3	1.6 CDTi 165 Elite S-S	E25275	162	124	20	2.0 CDTi 165 Tech Line	E22515	163	139	19	1.18840	104	114	11	
1.6 V-matic Icon CVT	E18995	130	134	14	1.2 Slam S-S	E13645	69	118	3	2.0 CDTi 165 Tech Line auto	E22040	162	154	20	2.0 CDTi 165 Exclusiv	E24740	163	139	19	1.4 TSI 122 S	E19600	121	123	14
1.6 V-matic Sport	E18705	130	140	14	1.4 87 Jam	E11780	86	129	6	2.0 CDTi 165 Tech Line S-S	E21015	162	124	20	2.0 CDTi 165 SRI	E26090	163	139	19	1.4 TSI 122 Match	E20535	121	123	15
1.6 V-matic Excel	E20250	130	140	14	1.4 87 Glam	E13175	86	129	6	1.6i VVT SRI	E20565	114	149	12	2.0 CDTi 165 SE	E26135	163	139	19	1.4 TSI 150 GT ACT	E23850	148	112	15
1.6 VTI-I Icon Hybrid	E20645	134	84	7	1.4 87 Slam	E13675	86	129	6	2.0 CDTi 165 SRI S-S	E23840	162	124	21	2.0 CDTi 165 Elite	E27635	163	139	19	1.4 TSI 150 GT ACT DSG	E25265	148	110	15
1.6 VTI-I Excel Hybrid	E22890	134	91	7	1.4 100 Jam S-S	E12305	99	129	9	2.0 CDTi 165 SRI auto	E24870	162	154	21	2.0 CDTi 195 Biturbo SRI S-S	E27740	192	149	19	2.0 TDI 220 GTI	E27235	217	139	29
1.4 D-40 Active	E16295	89	99	10	1.4 100 Jam S-S	E12305	99	129	9	2.0 CDTi 195 Biturbo S-S	E25220	192	134	21	2.0 CDTi 195 Biturbo SE S-S	E27785	192	149	19	1.6 TDI 105 S	E20455	103	99	12
1.4 D-40 Icon	E18995	89	103	10	1.4 100 Glam S-S	E13700	99	129	9	ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match	★★★★★			2.0 CDTi 195 Biturbo Elite S-S	E29285	192	149	19	1.6 TDI 105 Match	E21390	103	99	13	
1.4 D-40 Sport	E19695	89	103	10	1.4 100 Slam S-S	E13995	99	119	9	1.4 T16v 140 Sport auto	E21270	118	159	16	MOKKA 5dr hatch Compact and competent, but short on persuasive quality	★★★★★				1.6 TDI 110 BlueMotion	E21670	103	85	15
1.4 D-40 Excel	E21495	89	103	10	1.4 100 Slam	E14200	99	129	9	1.4 T16v 140 SRI auto	E21270	118	159	16	1.6i 115 Tech Line S-S	E16199	114	153	5	2.0 TDI 150 Match	E22905	148	106	17
AURIS TOURING 5dr estate Nothing wrong, but not nothing exceptional. Good spec	★★★★★				1.4 100 Slam S-S	E14495	99	119	9	1.6 T200 Sport S-S	E21295	202	168	25	1.6i 115 SE S-S	E18264	114	153	6	2.0 TDI 184 GTD	E26670	181	109	26
1.33 VTI-I Active	E16045	99	127	7	CORSA 3dr hatch Very refined, stylish and practical. Engines not so good	★★★★★				1.6 T200 SRI S-S	E22520	202	168	25	1.4 T140 Tech Line 2WD S-S	E16924	138	139	11	GOLF 5dr estate The complete package. Reassuringly expensive	★★★★★			
1.33 VTI-I Icon	E18745	99	127	8	1.0 90 S-5 Design	E12730	89	102	9	1.7 CDTi 110 eFLEX 109g SRI S-S	E23075	109	109	14	1.4 T140 Tech Line 4x4 S-S	E18464	138	149	11	1.2 TSI 105 S	E19535	104	117	11
1.4 D-40 Active	E17395	89	109	10	1.0 90 S-5 SRI	E13425	89	102	-	1.7 CDTi 130 eFLEX SRI 109g S-S	E23675	129	109	17	1.4 T140 Exclusiv 2WD S-S	E18924	138	139	12	1.2 TSI 85 S	E18525	84	115	7
1.4 D-40 Excel	E22595	89	109	10	1.0 90 S-5 SE	E14070	89	102	-	2.0 CDTi 165 Sport auto	E22445	129	109	17	1.4 T140 Exclusiv 4x4 S-S	E20624	138	149	12	1.2 TSI 125 S	E20295	121	124	14
1.4 D-40 Sport	E20795	89	109	10	1.0i 115 S-5 Sting	E10825	113	-	12	1.7 CDTi 165 Sport auto	E24705	163	149	20	1.4 T140 SE 2WD S-S	E21424	138	139	13	1.4 TSI 122 SE	E21230	121	124	14
1.6 V-matic Icon	E19095	130	140	14	1.0i 115 S-5 Sting R	E10995	113	-	-	1.4 T16v 120 Sport S-S	E19055	118	139	13	1.4 T140 SE 4x4 S-S	E23124	138	149	13	1.4 TSI 140 GT	E24545	138	121	15
1.6 V-matic Sport	E19805	130	143	14	1.2 70 Life	E10900	69	126	2	1.4 T16v 140 Sport S-S	E19945	138	139	14	1.7 CDTi 130 Tech Line S-S	E17949	129	120	12	1.6 TDI 105 S	E21510	103	102	12
1.6 V-matic Icon Hybrid	E21745	134	85	7	1.2 70 Stung	E8995	69	126	-	1.4 T16v 120 SRI S-S	E20770	138	139	14	1.7 CDTi 130 Exclusiv S-S	E19949	129	120	12	1.6 TDI 105 Match	E22085	103	102	11
1.6 V-matic Excel	E21350	130	143	14	1.2 70 Design	E10900	69	126	-	1.4 T16v 140 SRI S-S	E21170	138	139	14	1.7 CDTi 130 SE S-S	E22449	129	120	12	1.6 TDI 110 BlueMotion	E22365	110	87	15
1.6 VTI-I Excel Hybrid	E23990	134	85	7	1.2 70 SRI	E11595	69	126	-	2.0 T280 VR	E27315	276	189	35	1.7 CDTi 130 Tech Line 4x4 S-S	E19649	129	120	12	1.6 TDI 90 S	E20345	89	102	10
PRIVUS 5dr hatch Clever and appealing in its own right, not just as a hybrid	★★★★★				1.2 70 SRI VX-Line	E12630	69	126	-	1.7 CDTi 110 ecoFLEX Sport S-S	E20850	109	114	14	1.7 CDTi 130 Exclusiv 4x4 S-S	E21649	129	120	12	2.0 TDI 150 GT	E25600	148	108	17
1.8 VTI-I T3	E21995	134	89	15	1.2 70 SE	E12240	69	126	-	1.7 CDTi 110 eFLEX Sp.109g S-S	E21845	109	109	14	1.7 CDTi 130 SE 4x4 S-S	E24149	129	129	13	GOLF SV 5dr mpv M0B platform gives the Golf proper MPV proportions. Still no C-Max though	★★★★★			
1.8 VTI-I T4	E23745	134	92	15	1.4 90 Life	E11245	89	121	6	1.7 CDTi 130 ecoFLEX Sport S-S	E22080	109	114	14	2.4i 16v 167 Exclusiv	E19835	161	206	20	1.2 TSI 85 S	E19075	84	114	9
1.8 VTI-I T Spirit	E25295	134	92	15	1.4 90 Stung	E9340	89	121	-	1.7 CDTi 130 ecoFLEX SRI S-S	E21450	129	114	16	2.2 CDTi 163 Exclusiv S-S	E21065	161	167	25	1.2 TSI 105 S	E20085	108	117	14
1.8 VTI-I Plug-In	E33395	134	49	16	1.4 90 Design	E11245	89	121	-	2.0 CDTi 163 EcoFLEX SRI S-S	E22680	129	114	17	2.2 CDTi 163 Exclusiv 4x4 S-S	E23485	161	177	25	1.4 TSI 125 S	E20845	121	125	16
PRIVUS+ 5dr mpv Expensive and ugly. Bigger though	★★★★★				1.4 90 SRI	E11940	89	121	-	2.0 CDTi 163 SRI	E23225	163	127	20	2.2 CDTi 163 SE Nav 4x4 S-S	E26325	161	177	25	1.4 TSI 125 SE	E21780	121	125	14
1.8 VTI-I Icon	E26145	178	96	11	1.4 90 SRI VX-Line	E12975	89	121	-	2.0 CDTi 195 Biturbo S-S	E24220	192	129	-	2.2 CDTi 163 Diamond S-S	E21865	161	167	25	1.4 TSI 150 GT	E25095	148	130	18
1.8 VTI-I Excel	E29445	178	101	12	1.4 90 SE	E12585	89	121	-	CASCADA 2dr open Comfortable and credible alternative to the usual rogues	★★★★★			2.2 CDTi 163 Diamond 4x4 S-S	E24285	161	177	25	1.6 TDI 90 S	E20895	89	101	11	
RAV4 5dr 4x4 A solid option, but ultimately outgunned by Korean competition	★★★★★				1.4 100 Turbo SRI	E12595	99	119	10	1.6 T200 200 Elite	E28350	202	168	24	2.2 CDTi 184 SE Nav 4x4 S-S	E27385	184	177	28	1.6 TDI 110 S	E21850	110	91	13
2.0 V-matic CVT Icon 4WD	E26000	150	167	29	1.4 100 Turbo SRI VX-Line	E13630	99	119	-	1.6 T200 SE	E26250	202	168	24	VXR6 4dr saloon Still has old-school appeal. No longer cheap	★★★★★				1.6 TDI 110 BlueMotion	E22915	101	105	13
2.0 D-40 Active 2WD	E24995	124	127	26	1.3 CDTi 75 S-S Life	E13150	74	-	6	1.4 T140 SE S-S	E24030	138	148	20	6.6 GT	E54999	576	389	50	1.6 TDI 150 SE	E22785	110	101	11
2.0 D-40 Icon 2WD	E26000	124	137	26	1.3 CDTi 75 S-S Design	E13150	74	-	-	1.4 T140 Elite S-S	E26715	138	148	21					2.0 TDI 150 SE	E24150	148	112	17	
2.0 D-40 Icon 4WD	E26695	124	137	26	1.3 CDTi 75 S-S SRI	E13845	74	-	-	1.6 T1 SIDI 170 SE Au	E27130	168	168	24					2.0 TDI 150 GT	E25600	148	115	17	
2.0 D-40 Invinible 2WD	E27700	124	137	26	1.3 CDTi 75 S-S SRI VX-Line	E14880	74	-	-	1.6 T1 SIDI 170 Elite Au	E29230	168	168	24										
2.0 D-40 Invinible 4WD	E26800	148	149	29	1.3 CDTi 75 S-S SE	E14490	74	-	-	2.0 CDTi 165 SE S-S	E26115	163	138	23										
2.2 D-40 Invinible 4WD	E28500	148	149	29	1.3 CDTi 95 S-S SRI	E14345	84	85	9	2.0 CDTi 165 Elite S-S	E28215	163	138	23										
					1.3 CDTi 95 S-S SRI VX-Line	E15380	84	85	-	2.0 CDTi 195 Biturbo Elite S-S	E29700	192	138	27										
					1.3 CDTi 95 S-S SE	E14990	84	85	-	AMPERA 5dr hatch There's 75mpg on offer if you can make the asking price	★★★★★													
AVENSIS 4dr saloon Nothing wrong, but nothing exceptional. Good spec	★★★★★				CORSA 5dr hatch Very refined, stylish and practical. Engines not so good	★★★★★				16Wh Positiv	E33750	149	27	20										
1.8 V-matic Active	E17700	145	152	17	1.0 90 S-5 Design	E13330	89	102	-	IGNIA Hybrid Nearly as good as a Mondeo. Inert steering	E3495	149	27	21										
1.8 V-matic Icon	E20300	145	152	18	1.0 90 S-5 SRI	E14025	89	102	-	INSIGNIA Sdr hatch Nearly as good as a Mondeo. Inert steering</														

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group										
PASSAT 5dr estate Supremely well-executed family-sized saloon	★★★★★				2.0 TSI 210 R-Line 4WD	£29180	208	199	22	1.6 T4 180 R-Design Lux Nav	£27620	177	129	26	2.0 D3 SE Lux Nav S-S	£30695	134	114	24	1.6 T3 Business Edition S-S	£22005	148	139	21	2.4 D4 R-Design Lux AWD S-S	£36690	178	139	30
1.6 TDI 120 GT	£26835	118	110	13	2.0 TDI 110 BMT S 2WD	£22605	109	138	14	1.6 T4 180 C-Country Lux Nav	£28170	177	129	24	2.0 D3 SE Nav S-S	£28395	134	114	23	1.6 T3 SE S-S	£27005	148	139	22	2.4 D4 R-Design Lux Nav AWD S-S	£37890	178	139	30
1.6 TDI 120 S	£23745	118	107	15	2.0 TDI 140 BMT S 2WD	£23155	138	137	17	2.5 T15 254 R-Design Lux Nav	£31900	251	189	35	2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29	1.6 T3 R-Design S-S	£28055	148	139	22	2.4 D5 SE Nav AWD S-S	£35890	178	139	30
1.6 TDI 120 SE	£24840	118	107	12	2.0 TDI 140 BMT S 4WD	£24925	138	150	17	2.5 T15 254 C-Ctry Lux Nav AWD	£34140	251	194	30	2.0 D4 R-Design Lux S-S	£32445	178	99	29	3.0 T6 Polestar	£49755	346	237	38	2.4 D5 SE Lux Nav AWD S-S	£38590	178	139	31
1.6 TDI 150 SE Business	£25540	118	107	12	2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18	1.6 D2 115 ES	£20795	113	88	17	2.0 D4 R-Design Nav S-S	£31145	178	99	28	1.6 D2 Business Edition S-S	£22745	113	108	17	2.4 D5 R-Design Nav AWD S-S	£37165	178	139	30
2.0 TDI 150 GT	£27960	148	110	19	2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18	1.6 D2 115 ES Nav	£21995	113	88	17	2.0 D4 R-Design S-S	£29945	178	99	28	2.0 D3 Business Edition S-S	£23395	134	119	22	2.4 D5 R-Design Lux AWD S-S	£37970	178	139	31
2.0 TDI 150 R-Line	£28955	148	110	19	2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23	1.6 D2 115 SE	£22320	113	88	17	2.0 D4 SE Lux Nav S-S	£31945	178	99	29	2.0 D3 SE S-S	£28395	134	119	23	XC70 5dr estate Dull and unexceptional, but built to last	★★★★★			
2.0 TDI 150 S	£24870	148	107	21	TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness	★★★★★			1.6 D2 115 SE Lux	£24320	113	88	18	2.0 D4 SE Lux S-S	£30745	178	99	29	2.0 D3 SE Lux S-S	£30795	134	119	24	2.0 D4 SE Nav S-S	£34410	178	117	28	
2.0 TDI 150 SE	£25965	148	107	19					1.6 D2 115 SE Lux Nav	£25520	113	88	18	2.0 D4 SE S-S	£28445	178	99	27	2.0 D3 R-Design S-S	£29895	134	119	24	2.4 D4 SE Lux AWD S-S	£38290	161	139	30	
2.0 TDI 150 SE Business	£26665	148	107	19	3.0 V6 TDI 204 SE	£43415	204	173	39	1.6 D2 115 R-Design	£23095	113	88	17	2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31	2.0 D4 Business Edition S-S	£24645	178	99	26	2.4 D5 SE Lux AWD S-S	£37590	212	139	30
2.0 TDI 190 GT	£29310	187	109	22	3.0 V6 TDI 204 R-Line	£46415	204	173	40	1.6 D2 115 R-Design Nav	£24295	113	88	17	2.4 D5 R-Design Nav S-S	£32895	212	119	30	2.0 D6 AWD Plug-in Hybrid	£49975	275	48	-	3.0 T6 SE Lux AWD	£36340	300	248	37
2.0 TDI 190 R-Line	£30305	187	109	23	3.0 V6 TDI 262 SE	£45215	258	174	42	1.6 D2 115 R-Design Lux	£24770	113	88	18	2.4 D5 SE Lux Nav S-S	£33695	212	119	30	2.0 D6 AWD Plug-in H-R Dsgn UN	£51675	275	48	-	2.4 D5 SE Lux Nav	£36340	161	139	30
2.0 TDI 190 BlueTech SE	£36040	237	140	28	3.0 V6 TDI 262 R-Line	£48215	258	174	42	1.6 D2 115 R-Design Lux Nav	£25970	113	88	18	1.6 T3 Business Edition S-S	£20675	148	135	21	steering and old engines	★★★★★				2.4 D5 SE Lux AWD S-S	£39540	212	139	31
2.0 TDI 190 BlueTech Sp.	£26930	138	127	19	3.0 V6 TDI 262 Escape	£45415	258	180	42	1.6 D2 115 C-Country SE	£23320	113	99	16	1.6 T3 SE S-S	£25675	148	135	21	1.6 D2 SE Lux S-S auto	£33220	113	111	21	XC90 5dr 4x4 Volvo takes the fight to Land Rover with seriously impressive results	★★★★★			
PHAEON 4dr saloon Big VW feels old and, struggles to justify its price	★★★★★				2.0 TDI 140 SE SWB	£35658	138	189	26	1.6 D2 115 C-Country SE Nav	£24520	113	99	16	1.6 T3 R-Design S-S	£27175	148	135	23	1.6 D2 SE Nav S-S auto	£31620	113	111	19	2.0 D4 Business Edition S-S	£28445	178	99	27
Volvo 40 240 SWB	£59055	236	224	45	2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26	1.6 D2 115 C-Country Lux	£25320	113	99	17	1.6 D2 Business Edition S-S	£21545	113	107	17	2.0 D3 SE Nav S-S	£31620	161	119	25	2.0 D4 Business Edition S-S	£27195	178	113	28
3.0 V6 TDI 240 LWB	£7615	236	224	45	2.0 TDI 140 Exec SWB	£37818	138	206	26	1.6 D2 115 C-Country Lux Nav	£26520	113	99	17	2.0 D3 Business Edition S-S	£21995	134	112	22	2.0 D3 SE Lux S-S	£34720	178	113	30	2.0 D4 Business Edition S-S	£27195	178	113	28
TOURAN 5dr mpv Good chassis, a little inspiration.	★★★★★				2.0 TDI 140 Exec LWB	£38478	138	189	26	2.0 D3 150 SE	£23570	148	114	22	2.0 D3 SE S-S	£23570	148	114	22	2.0 D4 SE Nav S-S	£33120	178	113	29	2.0 D4 Business Edition S-S	£27195	178	113	28
Blank approval					2.0 TDI 140 Exec SWB	£41304	138	206	26	2.0 D3 150 SE Nav	£24770	148	114	22	2.0 D3 SE Lux S-S	£24995	134	114	24	2.4 D5 SE Nav S-S	£34570	212	126	30	2.0 D4 Business Edition S-S	£27195	178	113	28
2.0 TDI 177 Sport	£28350	177	150	24	2.0 BITDI 180 SE SWB	£37698	177	192	31	2.0 D3 150 SE Lux Nav	£26770	148	114	23	2.0 D3 R-Design S-S	£28695	134	114	23	1.6 D2 Business Edition S-S auto	£25695	113	111	18	2.0 D4 Business Edition S-S	£27195	178	113	28
2. TSI 105 S	£19790	104	149	12	2.0 BITDI 180 SE 4M SWB	£40524	177	202	32	2.0 D3 150 R-Design	£24345	148	114	21	2.0 D4 Business Edition S-S	£23445	178	99	26	2.0 D3 SE Lux S-S	£33220	161	119	26	2.0 D5 SE Lux S-S	£27195	178	113	28
2. TSI 140 SE	£23600	138	159	18	2.0 BITDI 180 SE LWB	£39588	177	192	31	2.0 D3 150 R-Design Nav	£25545	148	114	22	2.0 D4 Business Edition S-S	£23445	178	99	26	2.0 D3 SE Lux S-S	£33220	161	119	26	2.0 D5 SE Lux S-S	£27195	178	113	28
1.6 TDI 105 Blue Tech S	£21600	104	121	14	2.0 BITDI 180 Exec SWB	£40518	177	192	31	2.0 D3 150 C-Country SE	£25470	148	117	21	2.0 D4 Business Edition S-S	£23445	178	99	26	2.0 D3 SE Lux S-S	£33220	161	119	26	2.0 D5 SE Lux S-S	£27195	178	113	28
1.6 TDI 105 BlueTech SE	£23705	104	121	14	2.0 BITDI 180 Exec DSG	£42414	177	199	31	2.0 D3 150 C-Country SE Nav	£25470	148	117	21	2.0 D4 Business Edition S-S	£23445	178	99	26	2.0 D3 SE Lux S-S	£33220	161	119	26	2.0 D5 SE Lux S-S	£27195	178	113	28
2.0 TDI 140 Blue Tech SE	£25470	138	127	19	2.0 BITDI 180 Business SWB DSG	£67944	177	214	31	2.0 D3 150 C-Country Lux Nav	£27770	148	117	22	1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TDI 140 BlueTech Sp.	£26930	138	127	19	2.0 BITDI180 Bus. 4Mot. SWB DSG	£70845	177	232	31	2.0 D4 190 SE	£25770	187	99	26	1.6 D2 R-Design Lux S-S	£31845	113	109	20	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper	★★★★★				2.0 BITDI 180 Ex. 4M SWB	£43344	177	232	31	2.0 D4 190 SE Lux Nav	£27770	187	99	26	1.6 D2 R-Design Nav S-S	£30445	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TDI 177 SE	£30555	177	152	23					2.0 D4 190 SE Lux Nav	£27770	187	99	26	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29	
2.0 TDI 177 SEL	£33455	177	152	23	VOLVO				2.0 D4 190 R-Design	£25345	187	99	25	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29	
1.4 TSI 150 S	£25320	148	167	16	V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform	★★★★★			2.0 D4 190 R-Design Nav	£26545	187	99	25	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29	
1.4 TSI 150 SE	£27630	148	167	16	1.6 T2 120 ES	£18995	118	124	19	2.0 D4 190 C-Country SE	£26770	187	112	24	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TSI 200 SEL DSG	£33775	197	198	25	1.6 T2 120 ES Nav	£20195	118	124	19	2.0 D4 190 C-Country SE Nav	£28770	187	112	24	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TDI 115 S	£25890	113	146	14	1.6 T2 120 SE	£20520	118	124	19	S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice	★★★★★				1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TDI 140 S	£26640	138	146	18	1.6 T2 120 SE Nav	£21720	118	124	19	1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TDI 140 SE	£28950	138	146	18	1.6 T2 120 SE Lux Nav	£23720	118	124	20	1.6 D2 R-Design Lux S-S	£30545	113	103	20	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TDI 140 SEL	£31850	138	146	18	1.6 T2 120 R-Design	£22195	118	124	19	1.6 D2 R-Design Nav S-S	£32945	113	103	20	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TDI 140 Exec	£31200	138	146	18	1.6 T2 120 R-Design Nav	£22495	118	124	19	1.6 D2 R-Design S-S	£30045	113	103	19	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
TIGUAN 5dr 4x4 Dull but capable soft roader. Pricey, but good ride and handling	★★★★★				1.6 T2 120 R-Design Lux Nav	£24170	118	124	21	1.6 D2 R-Design S-S	£28045	113	103	18	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21	1.6 T3 150 ES	£20945	148	124	20	1.6 D2 SE Lux Nav S-S	£30045	113	103	19	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
1.4 TSI 160 Match 4WD	£25645	158	178	21	1.6 T3 150 ES Nav	£22145	148	124	21	1.6 D2 SE Lux S-S	£28845	113	103	19	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18	1.6 T3 150 SE	£22470	148	124	21	1.6 D2 SE Nav S-S	£27745	113	103	18	1.6 D2 R-Design S-S	£29245	113	108	18	2.0 D3 SE Lux S-S	£33045	113	108	20	2.0 D5 Business Edition S-S	£28645	161	126	29

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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/forecast	Weight (kg)	TEST DATE
LOTUS												
ELISE 2dr roadster ★★★★★	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGES 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA												
2.5dr hatch ★★★★★	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 Sky-V-G SE	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MX-5 2dr convertible ★★★★★	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06

MCLAREN												
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG												
C63 4dr saloon ★★★★★	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15

MERCEDES-BENZ												
A-CLASS 5dr hatch ★★★★★	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A200 CDI Sport	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
A45 AMG	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
B-CLASS 5dr MPV ★★★★★	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
B200 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
C-CLASS 4dr ★★★★★	186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12
C63 AMG Black 186	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
NEW C-CLASS 4dr ★★★★★	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
C220 Bluetec	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
CLA 4dr coupé ★★★★★	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E250 CDI auto	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E350 CDI estate	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
E250 CGI cab	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
CLS 4dr coupé/5dr estate ★★★★★	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé ★★★★★	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S350 Bluetec	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
S63 AMG coupé	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLA 5dr 4x4 ★★★★★	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
GL350 AMG Spt	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MG												
3.5dr hatch ★★★★★	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI												
MINI 3dr hatch ★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
JCW GP	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUNTRYMAN 5dr hatch ★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI												
ASX 5dr hatch ★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
OUTLANDER 5dr 4x4 ★★★★★	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN												
PLUS 8 2dr convertible ★★★★★	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
4.8 V8	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

NISSAN												
MICRA 5dr hatch ★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11

NOTE 5dr hatch ★★★★★												
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
1.5 dCi n-tec	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
JUNE 5dr hatch ★★★★★	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Acenta 1.6	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
Nismo RS	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11

LEAF 5dr hatch ★★★★★												
Leaf	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
QASHQAI 5dr hatch ★★★★★	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
1.5 dCi 2WD	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
X-TRAIL 5dr hatch ★★★★★	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09

NOBLE												
M600 2dr coupé ★★★★★	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

PEUGEOT												
208 3/5dr hatch	★★★★★											
1.2 VTI Active	109	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch	★★★★★											
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 SW estate	★★★★★											
2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
2008 Mini SUV	★★★★★											
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr hatch	★★★★★											
Sport HDi 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.11.09
Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+48327	1790	41/49	1790	25.1.12	
5008 5dr MPV	★★★★★											
1.6 HDi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10
RCZ 3dr coupé	★★★★★											
R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14

PORSCHÉ												
BOXSTER 2dr convertible ★★★★★	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32	1420	27.6.12
S 3.4	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34	1385	24.4.13
CAYMAN 3dr coupé ★★★★★	180	4.8	10.8	3.8	11.7	2.3	345	288	32.8	21/35	1445	7.3.12
2.7	197	3.0	7.1	2.6	6.8	2.6	552	553	37.9	20/31	1605	8.1.14
911 2dr coupé ★★★★★	182	4.3	9.8	3.6	15.0	2.4	394	325	37.9	21/29	1578	18.6.14
Carrera	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Turbo S	188	4.0	9.2	3.4	13.5	2.5	493	567	45.0	20/28	2045	20.9.09
918 SPYDER 2dr coupé ★★★★★	165	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10
4.6 V8	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10
PANAMERA 5dr hatch ★★☆☆☆	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10
4.8 Turbo	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10
MACAN 5dr 4x4 ★★★★★	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10
Turbo	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10
CAYENNE 5dr 4x4 ★★★★★	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10
Hybrid	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10

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1 AFL	320 BP	1992 DB	1992 DB	1 EPA	11 GDB	9 KAD	600 LK	1 NEO 2	1 PNL	1 RLR 71	1 SRS 777	1 VSB I
1 AFO	10 BPG	10 DBA	10 DBA	1 EPN	7 GDD	3 KGB	3 LKG	1 NEG	1 PPN	3333 RM	1985 ST	1 VSC
1 AFR	9 BPM	100 DBP	100 DBP	1 ERC	GDN I	12 KBM	1 LLC	1 NEZ I	1 PPT	70 RMS	9 STM	6 VSH
1985 AG	6 BPR	5 DFP	5 DFP	6 ESH	GDN I	4 KBS	1 LLL	1 NFB	12 PRG	5 RNC	1 SVD	1 VVU I
9 AHH	BSW 88	6 DFY	6 DFY	2 ESW	11 GEP	4 HRS	1 LMR I	1 NFP 4	14 PRM	1 RNG	1 SWR	1 VVC
10 AHS	BUN 130Y	3 DKG	3 DKG	6 ETW	99 GF	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
1 AHV	1 BV	7 DHJ	7 DHJ	1 EWG	3 GFF	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
1970 AL	696 BVB	1 DHV	1 DHV	1 EYC	GGM I 0	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
ALM 52	5 BVL	21 DIA	21 DIA	1 FAW	GLG 84	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
111 ALP	7777 BW	10 DKW	10 DKW	1 FBF I	GLS II	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
APJ I	5 BWM	38 DLB	38 DLB	1 FBK	123 GMS	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
23 APM	88 CAD	1 DMA	1 DMA	1 FBL	GMV I	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
10 APR	30 CAG	80 DN	80 DN	1 FBS 4	1 GNA	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
18 ASD	17 CAP	100 DNT	100 DNT	1 FCH 8	1 GNC	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
11 ASL	1980 CC	1 DOP	1 DOP	5 FCS	1 GNH	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
78 ATB	1 CCO	111 DPR	111 DPR	1 FCT	6 GPA	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
123 ATJ	66 CCP	77 DWP	77 DWP	1 FEK	57 GPJ	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
1 ATW	15 CDR	DRG III	DRG III	1 FH I	14 GPR	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
AVS I	4 CEJ	60 DRK	60 DRK	1 FHO	GPS 55	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
BAM 12	3 CEF	6 DSN	6 DSN	70 FJ	1980 GW	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
15 BAP	8 CEL	DTJ II	8 CEL	8 FJD	14 GWT	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
1 BBA	CFH 93	100 DY	100 DY	1 FFK	1000 HB	1 KCL	1987 LR	1 NGM I	1 PRP 22	1 RPD I	1 TBL	2 WBG
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MATT BURT

Rear View Mirror: tales from our archive

A drive through post-war Europe

22 June 1945



In the weeks following Germany's official surrender on 8 May 1945, it slowly became possible to travel more freely across the continent. So it was that, less than one month after the end of hostilities, Herbert E Ells was able to embark on a drive to Denmark and write an account of his experience for Autocar.

Ells drove an Army Standard 12 from Brussels, through western Holland and the heavily bombed cities of northern Germany, to the Russian lines on the Elbe, east of Magdeburg. He then headed north to the headquarters of the second army at Lüneburg.

From there Ells went to Copenhagen, before returning to Germany by air and driving a German-built Ford 8 cabriolet to the Dutch border, concluding his journey to Brussels in a four-wheel-drive Humber staff car.

The trek to Copenhagen was made in the company of a Royal Army Service Corps convoy that was carrying petrol to the British troops stationed in the city. Along the way, our correspondent saw the effects of war at first hand.

"Having left Lüneburg early in the morning we made good time through

'Accustomed to look upon a German soldier as a menace, I found it disconcerting to drive unarmed along roads packed with SS troops'

utterly devastated Hamburg, with its miles of rubble-lined roads, to Flensburg where, as they crossed the frontier, a constant stream of German soldiers was being completely disarmed by a handful of British troops."

Ells pressed on, passing German troops who hadn't reached the frontier.

"Accustomed, after nearly six years of war, to look upon a fully armed German soldier as something of a menace, I found it disconcerting to drive unarmed along roads packed with marching SS and Wehrmacht troops, and devoid in places of any other British Army cars."

When our correspondent reached

Copenhagen, he was stunned to find that the few civilian cars in the city "were running on wood-burning producer gas plants. Huge stacks of chopped billets of wood are a common sight at every Danish filling station. One proprietor told me that the producer gas plants cause much havoc with engines and leave a tar deposit in ports, valves and cylinder heads".

Ells flew back to Lüneburg and switched to the requisitioned German-built Ford, which he drove as far as the Dutch frontier.

"This is easily one of the most willing little cars I have ever driven," he wrote. "It will travel all day on the autobahn at a steady 45-50mph."

One of the highlights of Ells's trip was "the courtesy of some Germans whom I stopped while they were driving along an autobahn in a Merc, to borrow a jack when the Ford had a puncture".

Ells drove north, crossing the Rhine "via one of the superb bridges erected by Allied engineers" and heading into Holland, "where I handed over the Ford with some reluctance", before flying on a Dakota back to London.

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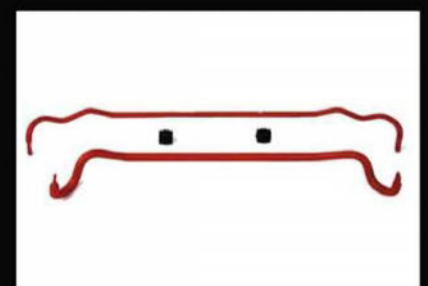
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